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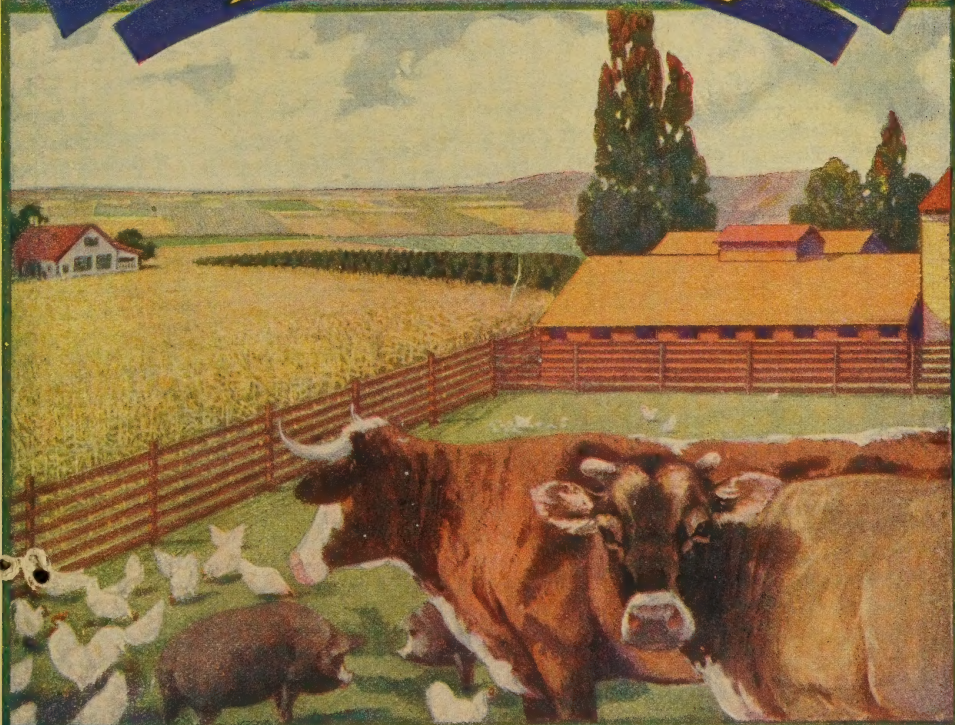
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# K·C·S. CURRENT EVENTS AN INDUSTRIAL AND AGRICULTURAL MAGAZINE



W.C.C.

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We have sold that tract to more than 200 good, representative Northern farmers and investors.

We are now colonizing another tract of 26,000 acres only 10 miles South of the first tract.

The Kansas City Southern Railroad runs for a distance of 8 miles through this new tract.

It is a fine body of land and is exceptionally well located.

We are selling this land in subdivisions of not less than 40 acres at \$15.00 to \$20.00 per acre.

**TERMS:** One-fourth cash, balance in five equal yearly payments, with interest at six per cent.

Write to us for information about our regular land buyers' excursions and for complete descriptive advertising matter.

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Representatives  
Wanted.



Local  
Representatives  
Wanted.

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80 acres red loam soil; 50 cultivation; house; orchard; water; public road, mail and phone route; \$20 per acre, terms.

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40 acres timbered land, ½ mile from K. C. S. Ry.; lays level, no rocks, all tillable; \$15 per acre, \$2.50 per acre down and \$1.00 per acre per year. Six per cent interest.

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day and  
night  
completing  
a river  
channel to  
the sea

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six months  
boats that  
carry 25 feet  
of water will  
visit Port  
Beaumont  
and carry our  
manufacturers' products  
to every  
country in  
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## Mena, Polk County, Ark.

**Mena, Ark.,** is a well built, attractive little city of 5,000 people and an excellent business point. It has an abundance of raw material for furniture factories, cooperage, box, crate and woodenware factories, for slate products of all kinds; brick manufacture, cotton seed oil and fertilizer factory; fruit canning, preserving and pickling works; creamery, cheese factory and other enterprises. Owing to the rapid settlement of the adjacent country there are also good openings in commercial and professional lines.

In the country surrounding Mena the general farmer can most profitably produce corn, oats, wheat, cotton, alfalfa, clover, broom corn, millet and all forage plants used in raising live stock and poultry.

Here the Fruit and Truck Grower has everything in his favor. Winter apples and peaches succeed here when they fail in other localities, and these, together with pears, plums, cherries, grapes, strawberries, blackberries, cantaloupes, melons, potatoes, tomatoes, onions and commercial truck crops generally, yield splendid financial results. Large shipments are made from Mena, Hatfield, Cove, Vandervoort, Wickes and Granniss, towns on the railway in this county.

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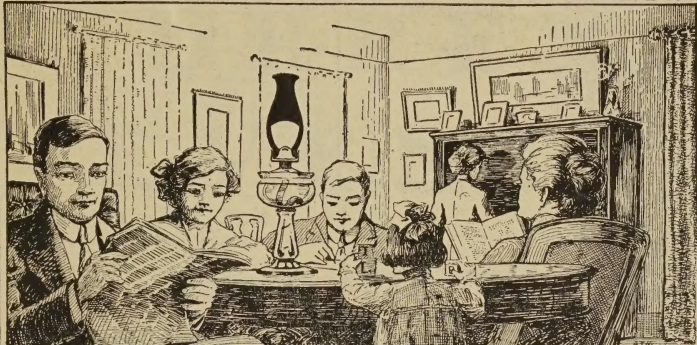
Visitors may be accommodated in three good hotels and can also find accommodations with private families.

The Mena Land and Improvement Company has in Mena some fifty or more cottages and more pretentious buildings which it will rent or sell to those who may desire to locate at Mena, or who may desire to spend their summer or winter vacations there. Descriptions will be furnished on application to

**MENA LAND AND IMPROVEMENT CO.**

**DENNIS, KELLEY & STRATTON, Agents.**

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**For 30c  
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**REMEMBER**, on any of above you get paper at half price and wonderful triple light burners FREE.

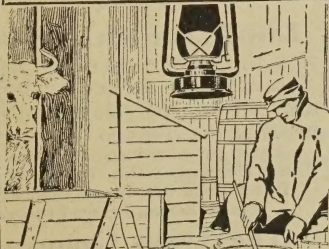
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**IMPORTANT NOTICE**—These wonderful bargain offers are good long as supply of burners last; you must take advantage at once.

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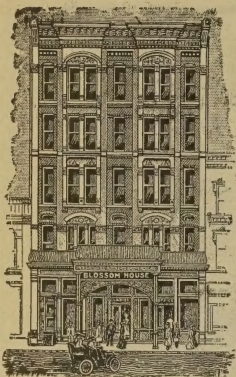
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**FARM, FRUIT, VEGETABLE, RANCH LANDS** \$5 to \$25 per acre: some lands especially adapted to peanuts, grapes, cantaloupes, finest flavored cantaloupes grown. We raise from one to three crops annually of different varieties. Situated on the Kansas City Southern Railway. Sevier County, Ark. (No negroes.)

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North Louisiana  
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Copies furnished free on application

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Land and City Property for sale.

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SOME OF OUR PRODUCTS ARE:  
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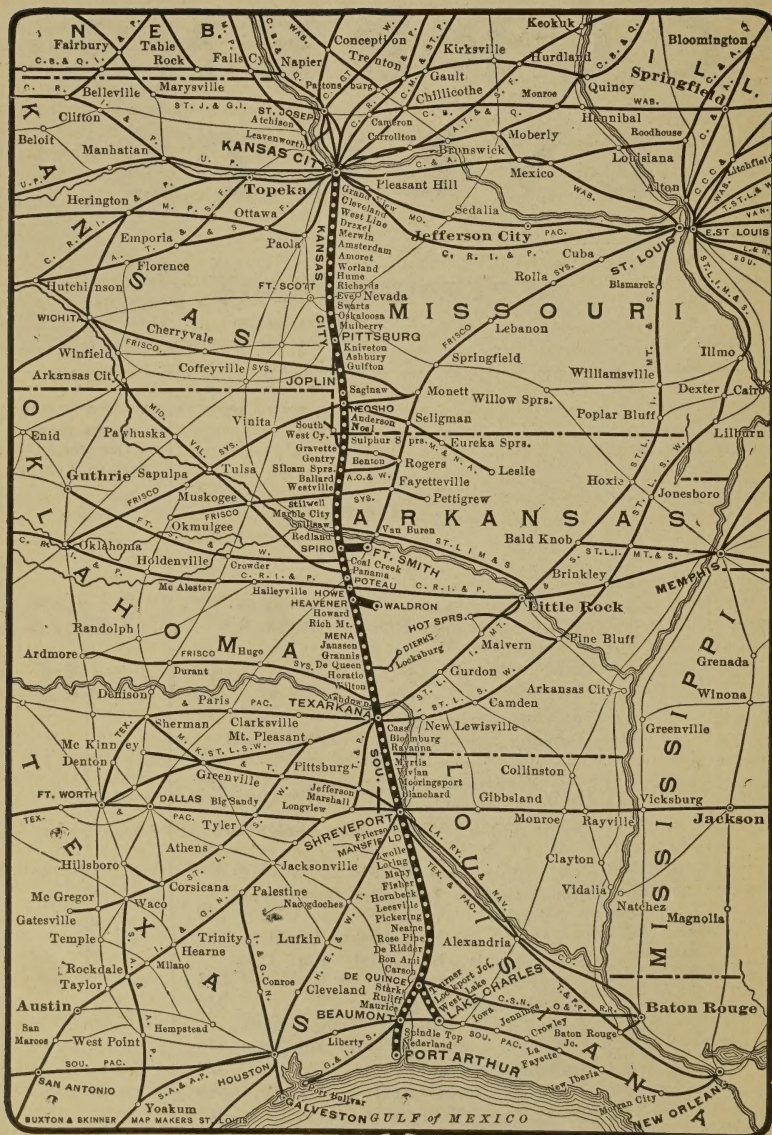
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MAP OF THE KANSAS CITY SOUTHERN RAILWAY.

## The Passing of the Cherokee Nation

On July 1, 1914, the Cherokee Nation as a tribal entity passed out of existence, the members of this, the largest of the five civilized tribes, being placed on the same footing, politically and in all other ways, as are the white residents of Oklahoma.

The task of converting the Cherokees from a tribal community into a body of individual land owners began in 1902, when they signed an agreement with the United States by which the government undertook to make complete rolls of all the tribesmen and divide the land and money among them. The Curtis Act, passed by Congress in 1898, provided for the valuation and allotment of the lands of the five civilized tribes. In 1906 the legislative and judicial branch of the Cherokee Nation passed out of existence, but the executive branch was kept up under Principal Chief W. C. Rogers. In 1907, when the state of Oklahoma was formed, all members of the tribe became citizens. The dissolving of the Cherokee Nation might, in a general way, be compared with the winding up of the affairs of an immense estate. By July 1, 1914, it had progressed to such a degree that the execution of the deeds to a few small tracts of land and the distribution of \$600,000 tribal funds was all that remained to be done.

The origin of the Cherokee Indians is lost in antiquity. Some claim that tradition places them as direct descendants of the mound builders; others believe to have found traces of a migration, at a remote period, from the south coast of the Gulf of Mexico, and that Indians speaking a kindred tongue are resident there. These South American Indians had reached a comparatively high state of civilization long before the arrival of Columbus. Ethnologically the Cherokees are classed by some with the Iroquois family, although never allied politically with the Iroquois Nation. Physically they were a splendid race, tall and athletic, and among themselves claimed blood relationship with the Powhattan tribes.

DeSoto came in conflict with them in 1540, and in a battle which ensued they were defeated with a loss of nearly 6,000 warriors. In 1620 they came in contact with the British settlers in Virginia, at which time the Cherokees had settlements on the Appomattox river and occupied all of Georgia,

North Carolina, South Carolina, Tennessee, and, in fact, all of the country east of the Alleghenies. They were forced out of Virginia and treaties were made with them by South Carolina as early as 1684. About 1700 the Cherokees had in this region sixty-four towns, but were almost continuously engaged in war with the tribes north of them and with the Creeks south of them, and again with the French and British at various periods. During the Revolutionary war they sided with the British, but at its close they made a treaty with the United States government. They had developed a powerful confederacy, which made treaties with the United States and resisted the efforts of the states to dispossess them. This raised one of the first issues over the question as to whether the states were bound by federal treaties. When the United States Supreme Court sustained the Cherokee treaties Andrew Jackson, then President, made his famous remark: "Well, John Marshall has made his famous decision, now let him enforce it." During the Civil war the tribe was divided, members of the tribe fighting on both sides.

The Cherokees were essentially an agricultural people. They made rapid progress in education and in civilization, and developed an alphabet and written language of their own. This alphabet or syllabary was invented by one of the members of the tribe, Sequoyah, or George Guess, and was used extensively in the publication of books and newspapers.

In 1802 Georgia obtained from the United States an agreement to extinguish, as soon as it could be done by treaty stipulation, the title to all Indian lands held within the state. Georgia professed an utter inability ever to assimilate a body of Indians, declaring that she would never rest until they had been sent out of her boundaries. It was this hostility that spurred the general government to hasten the removal of the Cherokees.

In spite of Georgia's claim, an agent of the war department, as early as 1825, reported, after an extended tour in the Cherokee country, that numberless herds of cattle grazed on their extensive plains, numerous horses, many and extensive flocks of sheep, goats and swine covered the hills and valleys; the soil of the valleys and plains was rich and produced corn, tobacco, cotton,

wheat, oats, indigo and potatoes; considerable trade was carried on with the neighboring states, much cotton being exported in boats of their own to New Orleans; apple and peach orchards were common; much attention was paid to the cultivation of gardens; butter and cheese of their own manufacture were seen upon many of their tables; public roads were numerous in the nation and supplied at convenient distances with houses of entertainment, kept by the natives; many and flourishing villages dotted the country; cotton and woolen cloths were manufactured by women and home-made blankets were very common; industry and commercial enterprises were extending themselves throughout the nation; nearly all the merchants were Cherokees. The nation had no debts; schools were increasing in number every year. The printing press had been established and books in English and Cherokee were published. The "Cherokee Phoenix" was started at New Echota in Georgia, the capital of the nation, and was printed in English and Cherokee. It was suspended after six years by the Georgia authorities. At about this time gold was alleged to have been discovered in the territory occupied by the Cherokees, and with the cupidity of the whites thus excited the clamor and agitation for the removal of the Indians became insistent. After a hopeless struggle lasting several years, under their great chief, John Ross, the Cherokees on December 29, 1835, signed a treaty by which they agreed to sell their remaining territory and move out beyond the Mississippi to a country there to be set aside for them in the Indian Territory.

Objection to the immigration developed among many of the Cherokees, and General Winfield Scott was finally sent to forcibly remove the 17,000 Indians to their new home in the West. They suffered terrible hardships during the long journey on foot and it is said that nearly one-fourth of the number perished. A kind of a retribution came in the raids of Sherman's "bummers" during the Civil war, but it is doubtful if the Georgians suffered as much as did the Cherokees.

The first body of immigrants, known as the old settlers or Western Cherokees, about three thousand in number, started for White River in Arkansas in 1809. After remaining there a few years they continued their journey to their present home. The Cherokees remaining in Georgia were subject to all sorts of outrages on part of the Georgia land grabbers and by means of

fraudulent treaties were finally compelled to migrate. In 1832 the persecutions had reached a point where the alternative was either war or migration. War simply meant utter destruction, and the migration was undertaken.

In 1838 the main body, some seventeen thousand, under compulsion and guard, started late in the fall for the West, a remnant of about eight hundred remaining permanently in Georgia. The saddest event in the history of the Cherokees is the record of this migration from their Eastern homes. This immense caravan, consisting of men, women and children, weak infants, strong youths, aged and decrepit grandfathers, left Georgia to face an unusually severe winter on the road. The severity of the weather, together with the many old and infirm, rendered the caravan unable to proceed more than five to ten miles per day, and the length of the journey was over ten months. The mortality was dreadful, and day after day numbers lay down by the roadside never to arise again. When the journey was finished, and the roll was called, it was found that one-fourth of the great caravan had perished and left their bones by the roadside. The expulsion of the tribe was a brutal act, justified only by the rapacity of a robber, and did no honor to the people of Georgia.

Tahlequah became the seat of government of the Cherokee Nation in 1839, soon after the arrival of the Eastern Cherokees. The town was surveyed in 1843 and the National Assembly building was erected in 1844. The "Cherokee Advocate," printed in English and Cherokee, was published the same year and continued until 1907.

Tahlequah lies in a charming little vale, surrounded on all sides by wooded hills from which gush numerous large springs of the purest free stone water. Viewed from any point it is a most delightful spot and one in search of pleasing landscapes will find them in abundance. It is just the location to appeal to a wearied and tired wanderer; its shady arbors and rippling brooks beckon to him who needs rest and recreation, and in consideration of its history no other place, perhaps, was more appropriately named. Tahlequah was to the Cherokees, wandering in sorrow, what Jerusalem ("The foundation of peace") was to the Israelites of old; the termination of a long, weary migration accomplished with misery, untold hardships and horrible loss of life. It was, as the name in Cherokee implies, Tahlequah, "the haven of refuge."

On their arrival in the territory, the Eastern Cherokees claimed control of the nation by reason of their numerical strength and organization. The claim was vigorously disputed by the old settlers or Western Cherokees, who refused to be governed by John Ross, the principal chief of the Eastern branch. Nearly a thousand removed to Cherokee county, Texas, but returned to the main body after the Texas revolution. During their stay in Texas they almost exterminated the Waco and Tonkaway tribes and fought with the Texans against Mexico, while the main body was embroiled in wars with the Osages, Quapaws and other tribes, who disputed their right of residence in the Indian Territory.

The population of the Cherokee Nation, which more recently comprised approximately the counties of Adair, Ottawa, Cherokee, Sequoyah, Tulsa, Delaware, Craig, Mayes, Rogers, Nowata, Washington and part of Wagoner, McIntosh and Muskogee, according to the census of 1900, was 101,754. The Cherokees numbered 38,000, the remainder being intruders and trespassers, allowed by sufferance. The real estate owned by the nation comprised about 4,400,000 acres and this was divided in severalty among the members or citizens of the nation, each individual receiving his or her allotment.

The tribal government, now abolished, was organized on the same general plan as was the government of the states. It had a tribal constitution, an executive or principal chief, a house and senate, supreme and subordinate courts, a board of education and other accessories incident to a civilized government. Until taken over by the state government, the Cherokee Nation maintained a female seminary, cost of building \$100,000; a male seminary, costing about the same; the Cherokee Academy, the Tahlequah Institute, a colored high school and a number of primary schools, with an attendance of 1,105. The school fund amounted to \$902,252 in 1902, the annual interest, \$45,555, being used for maintenance.

About three-fourths of the members of the Cherokee Nation were imbued with white blood. It appears that before the American revolution part of a regiment of British troops, composed mainly of Scots, intermarried with the Cherokees, and at the close of the revolution many who had fought on the wrong side sought refuge with the Cherokees and intermarried. This strain of white blood and the influence of

the missionaries who lived among the Cherokees are thought to be largely responsible for the fact that education became a prominent feature in the life of the tribe.

The principal towns in the Cherokee Nation are Tahlequah, the capital; Vinita, Fort Gibson, Claremore, Sallisaw, Braggs, Pryor Creek, Webbers Falls, Stilwell, Nowata, Chelsea and Westville. The railroads traversing it are the Kansas City Southern, on which are situated the towns of Westville, Stilwell, Marble City, Sallisaw, Gans, Redland and the stations of Bunch, Flint and Barron Fork; the St. Louis, Iron Mountain & Southern, the Missouri, Kansas & Texas, and the St. Louis & San Francisco Railways.

#### THE CADMUS OF THE CHEROKEES.

It was Carlyle who wrote in one of his numerous works: "May blessings fall upon the head of Cadmus, or whoever it was that invented books." The Cherokees have a similar feeling for one of their own people, who did this very thing. The Cherokee language differs from all other aboriginal languages in its incapability of expression through the English alphabet. Through no possible combination of the English consonants and vowels can the Cherokee tongue be rendered intelligible. In the year 1821 this difficulty was removed through the invention of a Cherokee alphabet by a young half-breed named George Guess. Sequoyah, as he was named by his people, at about the age of manhood observed that white men had a method of conveying their thoughts on paper by a series of marks and signs. The ambitious young Indian conceived the idea that he could also make marks that would be intelligible to the red man. The result of several months' close application was a syllabic alphabet with eighty-six characters, which covered the whole scope of sounds in the Cherokee language. The work was thoroughly done. The story has often been told how, after a period of jibes and ridicule, he brought his new alphabet to a test and suddenly opened the eyes of the tribe, and how within a few months every grown Cherokee had mastered the new alphabet and had learned to read and write. The value of the invention was immediately appreciated and type were soon prepared by order of John Ross, the principal chief. Books were soon printed and shortly after the missionaries, who had come among the Cherokees in 1821, adopted the alphabet and put printed books in circulation. In 1823 the General Council of the Cherokees awarded to Sequoyah a sil-

ver medal in token of their appreciation of his invention. Sequoyah died about 1843 in Mexico, which country he had visited in search of a small band of Cherokees, who had migrated there.

The results of the introduction of a written language among a totally illiterate people have been wondrous. When the Cherokees migrated from Georgia in 1838, nearly every adult member of it could read and

write in his own language, and very many in English. Public interest in matters of education never lagged with the Cherokees, and few peoples of any race have done so much for its promotion. The nation maintained something like 180 school districts, with good buildings and capable teachers. The school system was very complete, and the national academies and high schools were of such high grade as to prepare the students for the highest collegiate courses.

## What Visiting Editors Think of Louisiana

FROM THE GULF STATES FARMER.

When H. S. Groves, editor of *Ranch and Range*, Denver, Colo., was asked how he was impressed with the parts of Louisiana he had seen during his week's visit in the state, he replied: "Louisiana is indeed the Promised Land. I came down with the same prejudices held by 90 per cent of the people who have never visited your glorious state; I took out a health and accident policy just before starting, as I expected to find a state filled with malaria, the swamps with alligators, and the climate so hot that it would be almost necessary for one to carry a refrigerator with him. I was much surprised to find that you have the most healthful state in the Union, that alligators are almost extinct and that you have a more equable and in every way delightful climate as that which has made Colorado famous. The climate seems to be tempered by the gulf breezes and the innumerable lakes and other waterways which I regard as one of your state's greatest assets. These bayous, canals, etc., through which every district of the greater part of your state can be reached, give the people of your state a monopoly on transportation, and solve the rate question to points within your state and on the sea coast.

"I thought I had seen some corn growing in such states as Missouri, Iowa and Illinois, but what I saw growing there were mere dwarfed plants compared to the kind you grow on your soils which produce seventy-five to one hundred and fifty bushels per acre, which I am advised sells for 80 cents per bushel up, and is worth much more to feed out on the farms.

"Then, too, the great variety of crops that you can grow is astounding to one from the North. I was on one place of reclaimed marsh lands where forty-three different varieties of crops were being grown.

"One of your great advantages over most other states is your solution of the market question. Your produce is put on the market at a time when there is a strong demand and the prices are the highest.

"It appears to me that nature has been extremely generous to Louisiana. If one of our Western states possessed one-fourth of your natural wealth, every foot of her land would be under cultivation. Your people are most hospitable and lovable in every respect and enjoy life to the utmost, but it appeals to me they have been very selfish in not extending an invitation to the rest of us to come into the 'Promised Land.'"

The "last new land" is not in northwest Canada, as we have been told, but here in the South. Louisiana needs settlers—working farmers who know the science and practice of growing and selling crops. Canada for ten years has drawn from the farms of the corn belt the best settlers that ever subdued any new land. Hundreds of thousands of our best farmers have responded to the lure of the opportunities offered by undeveloped farm land there, taking with them an average of \$3,000 each in money and farm equipment. This stream of emigration that is robbing the United States of some of our best citizenship should be diverted southward.

I know intimately farm conditions in the corn belt. I have investigated in person every reclamation project of consequence in the West. I have spent months in the Northwest studying prospects and possibilities there. This is my first visit to the South. I have used my eyes, ears and tongue diligently during my stay. My conclusions are that no part of the United

States offers such possibilities for maximum returns on investment and labor in farming as right here in the South.

The ease with which so many different products are grown in profusion indicates that Louisiana may free herself from the danger and uncertainty of a one-crop system by diversifying the agriculture of all sections. Cattle, hogs and corn will put money into your pockets. General diversified farming will make you rich if you watch out for your marketing problems. Your reclaimed lands are the richest I ever have seen and produce beyond anything I ever imagined possible.

Louisiana should seek immigration. After my observations here I shall have no hesitation in recommending to Northern farmers that here they will find a fertile and well favored country of boundless opportunity, a kindly and hospitable people, a pleasant climate, a marvelous system of waterways for their use and convenience, and the best chance I have seen to secure good returns from farming. To do this I consider a public service and a patriotic duty.—Fred L. Petty, Western editor Farm and Home, Chicago.

The state of Louisiana is fortunate in choosing such a plan to correct some of the misinformation that seems to prevail in the North concerning the state. Though I did not consider myself entirely ignorant of conditions in this state, I have discovered that I knew very little of the great agricultural possibilities of Louisiana. Though I have been only a week in the state at this time, and have seen only the eastern and southern portions, if the rest of the state can live up to the sample thus seen, I can say that I am astounded that the people of Louisiana have been so slow to recognize their own assets at their very doors.

I can readily see why the old planters have had no desire to sell their land. It is too good a state to leave. I don't know where they could have gone to better themselves. There is also a reason why no one has been unable, up to recent times, to get any other land than the old plantations. Now, with thousands of acres of cut-over land available and thousands of acres of redeemed and redeemable swamp land, the man who seeks a home on a productive soil and in an agreeable climate has the first opportunity to get a home in the state.

I can see that it is taking a pile of money to put this land in condition for the settler. None but concerted efforts or moneyed men

can perfect such enormous projects. But wise are they who do this boosting of the state without playing a skin game for their own temporary and personal gain. Building a state agriculturally is a big task. It should be built upon the solid foundation of honest advertising and reasonable profits to those who are striving for settlers. It should be a patriotic rather than a selfish effort. They who desire the better class of Northerners to come as settlers into Louisiana must tote fair with these settlers, make easy terms of settlement for the farmers, and then give them every possible instruction in the new farming they will experience here, then results will be satisfactory and every dollar spent in advertising the state will return many fold.

It will be just as fatal to the state if this settlement work is pushed too fast, as it will be if the newcomers jump into untried methods on a large scale. Her splendid success thus far has come from a slow and natural growth. Mushroom growth is as bad for a state as for a city.

Louisiana has the soil and climate and many natural advantages that make it a great agricultural state in embryo. I shall watch its development with a great deal of interest and best wishes.—Alson Secor, editor Successful Farming, Des Moines, Ia.

The land in the northern part of the state—the cut-over land—furnishes great opportunities for diversified crops, especially small fruits; and the long summers, enabling the farmer to have several different crops on one piece of land each year, and the cheapness of the lands appeals to emigrants with small means. They can come and find pleasant and profitable homes.

But the great possibilities of the marsh lands of southern Louisiana is surely a revelation to us. With certainty of the reclamation and development of the many millions of acres of the marshes and the wonderful richness and fertility of the soil, and the climatic conditions of the state enabling the farmer to raise two and three of the staple crops in each year, such crops as only one can be grown in the high-priced lands of the North and West, will certainly appeal to all men who are hunting profitable and pleasant homes for themselves and families. If those lands are reclaimed and developed and divided into small farms and put on easy terms so the men can pay for them in a very short time that part of the state will be the richest of any part in

the United States.—B. T. Fisher, Farm Life, Spencer, Ind.

Louisiana, pride of the South and an empire in its own right, is coming into its own. That its productiveness has not long since been made manifest, that its citizenship is not double what it is are only two of the many wonders impressed upon me. The surface of Louisiana has only been scratched. The North should be glad to see some of its sturdy sons locate in Louisiana, and when they come I am sure you will find them practical, industrious, resourceful and in every way of a caliber to make good citizens. In several of the sections thus far visited I have been particularly impressed with the possibilities for successful and profitable dairying. You in Louisiana have some one crop ready for harvest in each month of the year. Why not a crop that produces every day in the year and every month, rain or shine? Big population centers of this country want your butter and your cheese. They will pay handsomely for the privilege and the pay check then will always be coming in—never going out.—A. C. Brokaw, Minneapolis Tribune.

It will seem to some the veriest folly for a "Northerner," as you are pleased to style the visiting editors, to attempt to tell you what is the matter with Louisiana agriculture after a hurried five-day view of your wonderful commonwealth, but two or three things have suggested themselves to my mind as contributing causes for your present state of progress.

You have stupendous resources of water, rail and highway transportation and I am given to understand that all are to be improved; your climate in combination with virgin fertility of the cut-over land and the reclamation projects holds forth the greatest promise for future greatness it has been my fortune to see in any part of the country I have visited, and the older soils which have clothed your poorer classes and served as the means of educating and maintaining your thousands of old families seem to me to be capable of the highest development under proper management.

Living has been too easy in Louisiana and too great a per cent of your population has been following the course of least resistance. Induce them to set their sights a little higher.—W. G. Hutton, Farm Progress, St. Louis.

A stranger in the state of Louisiana may go through the same experience as the col-

lege student. The young man, coming from his institution of learning, thought his old father was a kind of foolish, backward man. After he attained the age of 30 years he changed his views about his father and admitted that he was not so foolish as he thought. At 40 it seemed to him that the father was a wise man, and at 50 proclaimed him a philosopher.

When I first glanced over the great state of Louisiana many things struck me that seemed to be neglected—backward. But as I saw more of it and studied the conditions more intensively, I found—like the student—that the Louisiana people know what they do—what is their goal.

I have found that there are in this state excellent brains, working in full capacity; industrious, intelligent people, doing all they can for the development of the state. I have found here capitalists whose object in developing land and other resources of this commonwealth is not gain only. They are in a great measure prompted to do so by patriotic motives.

Further, I have found that the people of Louisiana understand their land wealth and natural resources very well. Nevertheless the state does not develop as well as might have been expected.

What is the cause? Where are the reasons?

Great was the Mahomet, but Louisiana is still greater. There is fault with the people, no fault with the land, the climate, the natural wealth and conditions.

The only reason for the partly undeveloped land and other resources is the fact that the state of Louisiana is too big even for the big brains and big ideas of the Louisiana people.

This state needs more people, intelligent people, who will help your leading spirits to realize their plans. This state needs more people who are able to work both with their hands and brains. There is no need for slaves. You have your big machines for the heavy work; you have your splendid mules. You need people who are able to further the work you have started, without imposing on you the necessity of taking care of them, leaving you free handed to go further to your final goal—working together with you.

As to the land, I would say I have found here all kinds of soil, from bad land to the best soil I have ever seen in my life, or dreamed of. One thing is sure, that the state of Louisiana, regarding its soils, cannot be beat by any state in the Union. Farmers from different parts of the world

like different soils, different land, and I am perfectly assured that anybody can find what he wants in the state of Louisiana.

The state of Louisiana needs more people, especially farmers, and even this fact is very well understood by her citizens. For that reason you invited the Northern agricultural editors to investigate and learn to know your state, that they may be able to give advice and information to the readers who are looking for new locations. I consider it the first, best step in this direction.

The second best step is developing the land by big capital before it is sold to actual settlers. This step was already inaugurated by the public-minded Louisiana people having the necessary means.

In colonizing, it must be counted with people of comparatively modest means. Development, whether it is irrigation, drainage, or clearing timber land, is always done much cheaper by big capital, with machinery, and on large scale, than by little, poor individuals. Owners of big tracts of land may make money preparing land for cultivation and also will greatly help the settler and the whole community. The settler on such land will make a living from the start without hardship and will soon become a contented, good and respectable citizen.

Louisiana has the brains and also the money or means to do it.

When all this shall be done—as it is being done already—and made known, the new settlers will fill up all the overlooked spots and nooks of this grand state.—Jan Janak, "Hospodar," Omaha, Neb.

A "wild dream" of five years at least being now partially realized, of which the trip of the farm paper editors from the North through Louisiana is but the first installment only of the great benefits to be derived and the magnificent results which are sure to follow their invasion, several things stand out prominently.

First, the false impressions that have gone abroad conveying ideas that were derogatory to the good name of fair Louisiana are cured.

With the advent of these men from the North the erroneous ideas are shattered. The editors are now in a position to advance the knowledge gained from actual contact with the people and the existing conditions.

Second, the fertility of the soil and its capacity to produce is certain.

The gentlemen have seen the cut-overs, reclaimed and other lands, the orange and citrus fruit orchards, fig trees, pecan groves and the one-crop areas, such as sugar cane, rice and cotton.

On every hand the editors have been informed that the crops are suffering for lack of rain. The visitors were astonished at the splendid showing made under adverse conditions and now wonder what would be the result if all things were favorable to the growing crop. It is true there are some boll weevils in the cotton, but notwithstanding the outlook for a fair crop is very promising.

Third, the climate during the months of June and July was a revelation. The editors found that the heat experienced while in Louisiana was similar to that felt in the North during the heated periods, with the exception that the sun in Louisiana is powerfully strong where it strikes, but when the shade is reached the breeze is cool, delightful and refreshing. The nights proved to be very restful.

The one-crop idea is on the wane, and many planters are adapting themselves to the changed conditions and are willing to sacrifice improvements of great value in order to facilitate the establishment of small farms and diversified farming, thus encouraging among them the advent of the thrifty Northern farmer. There are a number of prominent sugar planters who have made a start in diversifying, raising hogs and cattle, buying the best stock there is to be had and crossing it with the native stock so as to raise the standard of the latter. While this is an entirely "new game," they have gone at it with sturdy hearts, possessing full confidence of making good. With the sturdiness of the stuff of which their forefathers were made they will make a success of their venture and will make Louisiana, agriculturally, one of the foremost states.

The newcomer to Louisiana will make no mistake in affiliating with the people of the community, with the churches of any denomination, schools, both public and parochial, which are modern in every respect. The social life will probably be the most pleasant feature in the new home surroundings.

The state possesses land suitable to any line of farming. All a farmer needs to do is to decide on a certain line and select the land adapted to his use. It is in Louisiana.

The facilities for getting crops to market are splendid, as there are numerous bayous,

canals and railroads, together with miles and miles of good roads.

Aside from agriculture, the oil and gas fields, salt and sulphur mines are wonderful industries in themselves and of unlimited possibilities.

The state has made no mistake in giving this "stunt" a try-out; the untiring efforts of Justin F. Dennechaud, ably assisted by Earl Rogers, as traffic manager, have made the trip both pleasant and profitable to all concerned; the entertainment provided in the different parishes by the local committees was all that could be wished for; each parish committee in a good-natured manner trying to 'outdo its neighbor; a more hospitable people do not live on the face of the globe than in the state of Louisiana.

Let us forget, much credit is due to the Hon. Harry D. Wilson, the man who bore the degree of Bachelor of Science. Harry seemed to be at home all along the route of the tour, proving himself to be a great aid to the committee in charge of the trip, possessing unlimited knowledge of the growing qualities of the soils in the different parishes, and the editors are thankful to him for information gained—he was never too busy to answer when questioned. Such a person is a valued asset to any community.

Last, but not least, the representatives of the Northern papers are indebted to the chairman of the committee having this matter in charge, Edward O. Wild, for the opportunity of visiting the state of Louisiana at the instance of the state, and to be left in a position where they could see and explore the land to their hearts' content, coming in contact with the people on the land, that they might obtain that for which they sought, "the truth."

Herman J. Seiferth, of the Times-Picayune of New Orleans, was on the job day and night, always affable and kind; the men from the North would like to have taken him away with them, but Herman said: "Louisiana is good enough for me." It is unnecessary to speak of his work, for it speaks for itself. The Times-Picayune is to be congratulated for having a man of his caliber on its staff.

They are in no wise obligated to any land man, or company of land men. The state of Louisiana gave the invitation, which was accepted; they came and found what they consider to be the truth from persons actually on the ground, who are unbiased in their statements.

Mr. Wild is again to be congratulated on the part taken by him in formulating and

carrying out the full detail of this splendid scheme of placing the state of Louisiana in a proper light before the people of the North and Middle West.—(Signed) E. W. Beatty, for Syndicate of Central Illinois Farm Papers.

"My impressions of Louisiana are very different from those which I entertained before undertaking this trip. The editors' tour was certainly a great thing from my standpoint, for it has given me a clearer conception of the tremendous possibilities of that section of the country.

"Perhaps one of the things that impressed me more than any other was the great fertility of the soil. I had no idea that Louisiana possessed such a variety of soils and such a vast extent of productive farm land. I had heard of the long growing season, of the great variety of crops and of the attractive climate, but, at least in my case, the remarkable fertility and soil texture were undreamed of before actually seeing them.

"Naturally, because of my affiliations with the dairy industry, I could not help but imagine the possibilities which Louisiana offers from the dairyman's standpoint. I visited stores on plantations where sometimes as much as 15,000 acres were under cultivation and there I found tinned milk—the condensed product imported from distant market centers. Here is a country that is rich in feed, that has a long grazing season, that has every facility for the conduct of successful dairying, and yet you are buying everything in the dairy line from distant points.

"It seems to me that the section of Louisiana that is known especially as the reclaimed land offers a great opportunity for the building up of a second Holland.

"Here the water transportation puts you within a short haul of one of the greatest markets in the United States. It would be possible to produce milk, cream and butter at a minimum cost, to ship it at a minimum of expense and effort, and to deliver it in the market where a maximum price could easily be obtained, if I am to judge from conditions that prevail at the present time.

"Louisiana offers tremendous possibilities along these lines. If her population, especially in certain sections where the land holdings are small, were organized into co-operative dairy movements she would certainly reap a great harvest of profit and the possibilities of success are limited only by the ingenuity of the man who undertakes the work."

H. E. COLBY.

## THE AGRICULTURAL TOUR.

By E. O. Willd, Editor of Gulf States Farmer,  
New Orleans, July Issue.

Louisiana is now entertaining editors and editorial writers of the leading farm papers of the North and West. For the most part none has ever been south of the Ohio river before, unless perchance he rode through on a train. They have come here open-minded and open-hearted and they have been so received by the hospitable people of Louisiana.

Never in the history of any state of this great Union has such an undertaking been so successfully prosecuted. From every standpoint and from every angle the trip of the editors has been a success and the fifteen days they will spend in the state will be short indeed to both guests and entertainers.

The editors were not brought to Louisiana for private gain. They were invited to visit this commonwealth by the Governor of the state, and they are visiting every section of the state. It is true that they will not visit every parish in Louisiana, but before they return to their respective homes they will have been in every section of this great state. When they return to their homes they will have a complete "working knowledge" of this section of our common country.

From experience they will know that our summers are not unbearable; that mosquitoes do not carry off both man and beast; that alligators do not lurk behind every lily pad in the bayous; that our people are not feeble with malaria; that our people are not too listless to crawl out of the shade. But these things are negative.

First and foremost they will know that Louisiana is a productive country. They have stated here and they will state when they get home, that Louisiana is the most fertile country they have ever seen.

Some people in Louisiana have said from time to time: "Don't misrepresent the state; don't exaggerate."

If one remained within the realms of truth and did not try to paint pictures of mere fiction, would it be possible for him to misrepresent the possibilities of Louisiana? This question was put to one of the older editors of the party.

"I have been in the state but five days," was his reply, "and on three separate occasions I have faithfully tried to write and tell my family about what I have seen and the possibilities of this country from an agricultural standpoint. I have not

been able to express myself in our written language. It is beyond my power of expression."

Canaan, we are told in Holy Writ, was a most remarkable land. The spies that were sent into it made a glowing report of the agricultural possibilities and then expressed the opinion that the land could not be taken because of the inhabitants.

Unlike the Israelites of old, the editors are not in Louisiana in the nature of spies. They have been invited here by the inhabitants of the land to see the country for and by themselves. If they return to the North with favorable reports on the land, and that they will go without the saying, they will not have to warn the people against the inhabitants of this modern Canaan.

They have been told, and could well see for themselves, that Louisiana is not "busted." South Louisiana, by the removal of the sugar tariff, has been dealt a blow that will result in financial loss. But the people of Louisiana are a resourceful people. The people of Louisiana have spent millions upon millions in keeping the water of the Mississippi river and its tributaries off their lands. Louisiana has overcome and lived down every obstacle that has really existed and has lived down some of the mean things that have been said about her, that really had no existence in fact. Louisiana has fought the bloody battles of real war and the bloodless, though none the less severe, battles of commercial life. And in the midst of all Louisiana has gone forward and will continue to go forward.

We of Louisiana have long known that we had probably the very best climate and the very best soils on the face of "God's green footstool," as they say in Kentucky.

Louisiana has long awaited the opportunity of showing her "wares to unbiased and competent judges." The coming to Louisiana of the agricultural newspaper writers literally means that Louisiana has been able to put her goods on the counter and show them to 15,000,000 of red-blooded American people. That may seem like an extravagant statement, but it is the conservative truth.

The editors in Louisiana today on the trip represent a combined paid-up circulation of 3,000,000 readers. The editors say that each subscriber represents fully five readers. Therefore it is conservative to say that Louisiana will reach a reading public of 15,000,000 souls, when these editors return to their homes and put into

print what they have learned about the state.

The various communities in South Louisiana, through which the tourists have passed to date, have offered the visitors every opportunity to see the country. Every effort has been made to put the visitors in possession of all the facts, both good and bad. It has been claimed that any man who will come to Louisiana and work as hard for his living here as he has been compelled to work in the state from which he came, will get larger returns for his labor and the amount of capital invested. It has been denied with emphasis that a farmer can come to Louisiana and make a great success by simply "tickling the surface with a plow."

There is another grand thing about this trip. The editors did not come into Louisiana as reformers in agriculture. They have found out first how and why we do things in a particular way. They have asked questions in plenty, some very blunt questions, but all have been asked by men who are really seeking knowledge.

In every community the visitors have remained long enough to get acquainted with the people. All discussions have been carried on either on the farm itself, or at the dining table after farms have been visited. The trip has had nothing of the "mutual admiration society" about it. The Louisiana people have tried to profit, and have profited by the advent of the visitors and have left no stone unturned to make the tour equally as profitable to their guests.

It is never possible to judge accurately the results of any undertaking while it is actually being carried on, but one lesson will stand out most prominently, and that is diversification of crops.

"Louisiana has the soil and climate for the ideal agricultural country of the United States. Diversify your crops and the acme of agricultural paradise will be reached." This is a boiled down, composite expression gained by the writer, after having talked personally with every visitor on the trip.

#### THE EDITORS' TRIP.

From the Gulf States Farmer, August Issue.

The farm paper editors of the North and West have come and gone. The various members of the committees in the towns and communities that entertained them have returned to their usual avocations, and the trip is now but a memory.

Every human undertaking has three distinct attributes. There is the pleasure of the preparation for the event; the actual

realization of it, and the pleasure that comes with reflection over what took place. The last is probably the most important, as the mind or memory treasures up the pleasant things and lays but little stress on the incidentals. The farther a thing passes into history, if important, the greater its importance becomes.

So it will be with the trip of the farm editors. In a few weeks the trip will be shorn of all of its tinsel. The boat rides, automobile trips, banquets, barbecues and smokers will fade away and be almost forgot, but the people of Louisiana and the agricultural possibilities of the State will impress themselves more deeply on the minds of the editors as the days lengthen into weeks, months and years.

That result is what made the venture worth while. That is why the editors came to Louisiana. They did not come for the mere purpose of having a "good time." Had each one been left to follow his own inclination as to where he would spend a vacation, a trip to Louisiana might never have entered his mind.

The central idea of the undertaking was to bring farm editors to Louisiana so that they might see for themselves what Louisiana has to offer in the way of agricultural opportunities. The dignity of the calling of the visitors or the object of their visit to Louisiana was never lost sight of a moment.

People throughout the United States have been more or less skeptical about Louisiana possibilities. People in the South itself have at least been indifferent to the opportunities, and people born and reared in Louisiana have been "doubting Thomases." Perhaps the people of Louisiana have not been wilful obstructionists, but they have been obstructionists none the less.

People in hill sections of the State have wondered how the people in the lowlands managed to "fight shy" of the undertaker. Inhabitants of the bountiful lowlands have wondered how the people of the hill sections have managed to make a living. The sugarcane planting section has demanded a tariff on sugar, and the cotton-growing section of the State has stood out manfully for free trade.

But, lo and behold! Twenty-five farm paper editors, representing publications from the Rocky Mountains to the Alleghenies, and from the Great Lakes to the Ohio river, entered the State of Louisiana and spent almost a month within its borders. They were surprised at the possibilities in this State the very minute they got

off the train in Tangipahoa parish. When they got on Raceland prairie they thought surely the possibilities had ended. They thought so again at Houma, and so on all along the line. When they left South Louisiana and entered North Louisiana they saw that nature had smiled there, too. They found the same sunshine of opportunity in the eastern and northern part of the State.

In other words, they found that Louisiana, from the Arkansas line to the Gulf of Mexico, and from the Sabine to the Pearl river, is a land where Nature's God has been most lavish. They found nothing that would give a calamity howler a "platform plank."

We of Louisiana should drive home the lesson brought us and taught us by the farm editors. We should make the best of our opportunities. We should not wait for others to come here and show us how to make a living—and a little more. We should work out our own destiny. Possibilities of success are limited only by the ingenuity of the man who undertakes the work.

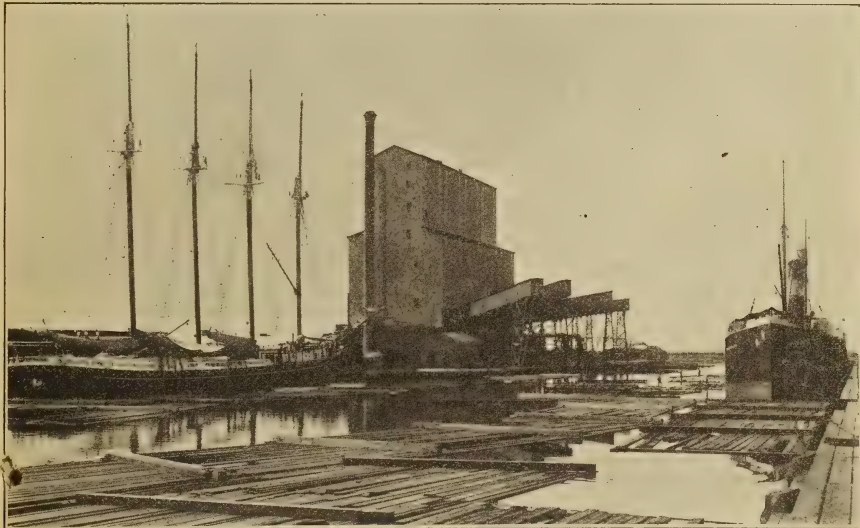
"The trip which was extended to the ed-

itors was one round of pleasure from beginning to end. We were supposed to be sort of human sponges gathering up the information and suggestions and points that presented themselves to us as we were shown not only a wonderful country, but every courtesy and every social amenity that the mind can imagine. In fact, our experiences were so flattering and so replete with these pleasures that I left the State with a sort of conglomerate impression which was made up of three parts agricultural possibilities and seven parts delightful social experiences.

"As I intimated at the beginning, the State of Louisiana is a very different territory to me now. When the opportunity offers I can speak with more authority relative to the possibilities which she holds out to the progressive and up-to-date young man who would build for himself a home on her fertile fields or establish his fortune through following diversified farming."

H. E. COLBY,

Kimball Dairy Farmer, Waterloo, Ia.



GRAIN ELEVATOR AND LUMBER EXPORT PIER, PORT ARTHUR, TEXAS.

## Port Arthur, Texas

Port Arthur lies at the head of the Port Arthur Canal, a deep artificial channel cut through the land from Sabine Pass a distance of seven miles to Taylor's Bayou, where the harbor, the safest on the Gulf

Coast, is situated. In the harbor are a number of commodious slips, wharves, docks, warehouses, elevators and other accessories necessary to an extensive maritime traffic. The canal will admit ships drawing 26 feet



OIL STEAMERS, PORT ARTHUR, TEXAS.

of water and extensions of this great canal extend to Beaumont and Orange, Texas. Taylor's Bayou has been dredged for several miles and carries vessels of similar capacity. The maritime traffic of Port Arthur has grown enormously within the past ten years and the city itself has kept pace, developing in various industrial lines, the refining of oil, in which more than 3,000 persons are employed, being the principal industry. At the present time the city has the finest inland harbor in the United States, and is the most convenient shipping point for commodities destined by way of the Panama Canal, which was opened to traffic in mid-August. Port Arthur is the Gulf Coast terminus of the Kansas City Southern Railway, which by way of Kansas City and through its numerous connections reaches every part of the great grain, meat, cotton, lumber and oil producing region of the United States.

The following annual report for 1914 will convey some idea of the magnitude of the maritime business transacted through this port, which sixteen years ago was not in existence:

Port Arthur, Texas, July 29.—The following statement shows the entire business handled through the Sabine district during the fiscal year ending June 30, 1914. Also a comparison with the business of the previous fiscal year. These figures cover export, import and coastwise shipping and indicate a very rapid growth of tonnage through this district.

The amount of business that is handled through Port Arthur alone is very much greater than the whole district combined. Both as to valuation and tonnage this port is far ahead, doing nearly two-thirds of the total amount.

Port statistics, district of Sabine, Port

Arthur headquarters. Fiscal year ending June 30, 1914.

	Imports Net Tons.	Exports Net Tons.
Port Arthur. . . . .	222,475	1,285,383
Sabine. . . . .	320,119	429,134
Total district. . . . .	542,594	1,714,517

Total imports and exports, district. 2,257,111  
Total coastwise, district. . . . . 2,388,023

Total imports, exports and coastwise. . . . . 4,645,134  
Fiscal year ending June 30, 1913.

	Net Tons.
Total imports, district. . . . .	501,784
Total exports, district. . . . .	1,021,789
Total coastwise, district. . . . .	1,358,577

Total imports, exports and coastwise, district. . . . . 2,882,150  
Increase. . . . . 1,762,984

Valuation of imports, exports and coastwise, district of Sabine. Fiscal year ending June 30, 1914.

	Imports. \$	Exports. \$
Port Arthur. . . . .	980,228	\$19,108,794
Sabine. . . . .	938,904	6,058,652

Total district. . . . . \$1,919,132 \$25,167,446

Total valuation, imports, exports, district. . . . . \$27,086,578

Total valuation, coastwise, district. . . . . 62,236,894

Total imports, exports and coastwise, district. . . . . \$89,323,472  
Fiscal year ending June 30, 1913.

	Imports. \$	Exports. \$
Port Arthur. . . . .	931,070	\$21,322,800
Sabine. . . . .	1,353,034	3,931,682

Total district. . . . . \$2,284,104 \$25,254,482

Total valuation, imports and exports, district .....	\$27,538,586
Total valuation, coastwise, district. ....	53,752,165

Total valuation, imports, exports and coastwise, district.....	\$81,290,751
Increase. ....	8,032,721

The government report showing the va-

rious standings of different ports is not available at this time and it will in all probability be some time this fall before this report is submitted. J. L. Boyd, secretary of the board of trade, stated lately that last year Port Arthur ranked eleventh in the entire United States, but that he felt confident that she would take not lower than eighth place this year.



LUMBER DOCK, PORT ARTHUR, TEXAS.

## The Panama Canal

More than four months ahead of the date set to complete the Panama Canal along the lines then underway, the United States government found itself ready to begin business on August 15, 1914, in selling tickets of passage to ships of all nations through the new gateway.

It is just ten years since the government advertised its purpose to connect the oceans. It is nearly 400 years since a Spanish engineer first suggested such a project.

### Demonstration in Spring.

For a time the epoch which this triumph of engineering marks will pass unnoticed so far as celebrations go, for it is not until next spring that the great demonstration will be made, but from the date noted above the Panama Canal was an accomplished fact and the world's commerce will gradually accustom itself to this new groove.

What it will mean to the world at large, and to particular nations, and especially to

the United States, is a question around which a great deal of controversy has waged, now to be answered by the canal itself.

After the passage of a government steamer on August 15th, probably the Christobal, any ship up to 10,000 tons register, applying for admission to the Pacific from the Atlantic, or vice versa, may be conducted through the fifty miles waterway upon payment of \$1.25 for every ton (net) of cargo. Crew and passengers will not be taxed.

At this nominal expense some two months sailing time, on a 10,000 mile voyage around the South American continent may be saved, or the expense of transshipment by railroad done away with, if desired.

The canal has cost the United States nearly \$400,000,000. That is approximately what De Lesseps, the French engineer, figured it would cost when he undertook the job in 1889, but he spent that and more, in

making only a slight impression and ended in utter failure and financial disgrace.

A year from this time it is figured the government will have to show receipts of some \$15,000,000 to pay the operating cost of the canal, which will be about \$4,000,000 yearly and the interest on its huge investment. Whether it will be able to do so this year or for many years is a moot question.

Traffic experts have estimated that 10,000,000 tons of freight will be carried through the canal every year for the first few years and that later it will be nearly doubled. This, roughly, has been the experience at the Suez canal. Last year nearly 6,000 ships passed through the Suez, with a net tonnage of 20,000,000. The growth in tonnage in ten years has been more than 70 per cent.

#### Will Crown Many Points.

The opening of the canal crowns a series of more than a score of interesting points in the history of the isthmus. As, briefly told, they are:

First crossing of the isthmus: By Balboa, who, on September 25, 1513, much to his surprise, found himself gazing upon the Pacific Ocean, after twenty-three days' journey on foot.

First ships to cross the isthmus: In 1514 Balboa and his men carried two small ships, piecemeal, across the isthmus, intending to use them for further exploration in the Pacific.

First settlement of old Panama, in 1517, to become known later for a time as the richest city in the world.

First regular traffic across isthmus: The spoils of conquest sent back to Spain from Peru, which became so heavy that highways paved with stone were laid for the pack trains.

First thought of canal: Credited to Saverda, a Spanish engineer, one of Balboa's followers, who was about to forward his plans to King Charles V of Spain when the latter died.

First survey of canal: In 1581 by Spanish engineers, who deemed the project impossible of accomplishment.

First official decision on canal project: By King Phillip II, in 1620, adversely after referring the matter to the Dominican friars. The latter, desiring to obey the king's orders, but unable to report intelligently, suggested that the project was sacrilegious. They quoted from the Bible: "What God hath joined together let no man put asunder." Accordingly, the project was put on the shelf for three centuries.

First British interest: In the latter part of the seventeenth century, when the expedition launched by William Paterson, founder of the Bank of England, attempted to found a community on the Isthmus of Darien, south of the present Panama, with the ultimate intention of establishing a trans-isthmian route. The plan proved an utter failure. Many other British surveys followed in later years.

The German poet Goethe, a hundred years ago, made this remarkable prophecy: "It is absolutely indispensable that the United States effect a passage from the Mexican Gulf to the Pacific Ocean and I am certain they will do it."

First decision to build: In 1814, just 100 years ago, the Spanish government by decree entered upon the construction of an isthmian canal, but the idea was blocked because the Central American colonies succeeded in throwing off the Spanish yoke.

First French interest came in 1825, when President Bolivar of the Republic of New Granada gave a franchise for a canal at Panama to a Frenchman, Baron Thierry, who failed to raise the required capital.

First action by the United States: In 1835, as the result of a resolution introduced in the Senate by Henry Clay, Charles Bidle was sent by President Jackson to visit the isthmus and report on the various canal routes proposed.

First report to the United States government: By Bidle in 1836, favoring the Panama route. He had been so struck with it that he returned to the United States without examining the Nicaraguan, Darien or Tehuantepec routes. No action followed.

First railroad built, from 1849 to 1855, more than half as long a time as has been taken to build the present canal. Fever killed so many thousands that it was said a laborer was buried under every sleeper on the Panama road.

First canal building begun: In 1878 the Universal Inter-oceanic Canal Company, incorporated in Paris by Ferdinand de Lesseps, who had built the Suez Canal.

First blast on Culebra hill, now Culebra cut, on January 10, 1880, by the de Lesseps Company, in the presence of a distinguished gathering.

First failure: In 1887 the impossibility of digging a sea-level canal within the estimated 12 years and at the estimated cost of \$240,000,000 became apparent. More than \$206,000,000 had already been spent. The company went into bankruptcy.

First work on a lock canal was taken by the New Panama Canal Company in 1894,

which practically ceased operations after five years' work.

First digging by Americans, May 4, 1904, taking over the rights and property of the French Canal Company and obtaining necessary concession from the republic of Panama.

First union of Atlantic and Pacific waters: Blowing up of the Gamboa dike. When President Wilson touched an electric button in Washington, October 10, 1913.

First boat of any kind to make trans-isthmian passage: A nameless mud scow of the Panama Railroad, which passed from the Pacific entrance to Culebra cut in November, 1913, and was sent to the Atlantic entrance in December, 1913.

First vessel to steam through canal: The crane boat Alexander LaValley, an old French boat of 1200 tons, which passed from the Atlantic to the Pacific on January 7, 1914.

First man to swim through the canal was Alfred Brown, an American, who swam from Gatun locks to Balboa, a distance of thirty miles, on November 24 last in 16 hours, 35 minutes actual swimming time.

First vessel to pass completely around South America by way of the canal was the tug Reliance, Captain H. C. Thompson, which sailed from Colon, February 11, 1912, voyaged 10,500 miles around South America and returned to the Atlantic Ocean through Gatun locks February first last.

A telegraph message from Panama, dated August 22, 1914, states that the first week's business of the Panama Canal amounted to almost \$150,000. Thus far sixteen ships had used the canal—fourteen American, one British and one Peruvian. Traffic, while considered good, was not up to the expectations of the canal officers, who say that the war is keeping many ships from using the waterway.

## Saint Joseph's Academy, Mena, Arkansas

Early in October, 1896, the late Bishop Fitzgerald of Little Rock, accompanied by the Very Rev. P. E. Wright, now vicar general of the diocese, visited the newly laid out town of Mena, Ark., then of only two months' growth, for the purpose of selecting a site for church and schools. Meeting with much encouragement from men of all creeds for his project, he accepted a block of land from the townsite company. Under the direction of the Rev. P. McCarmack, a small frame church and a two-story frame school and convent were erected. In January, 1897, three Sisters of Mercy from St. Anne's Academy of Fort Smith assumed charge of the school, with an enrollment of twenty-three. It was the first school well housed and equipped and in successful operation, while the public school still held its pupils under the protection of canvas.

It was a small beginning, but the school developed in growth and character, progress and advancement, and in the course of years it has come to be acknowledged as one of the leading academies in the state. Mena is a most delightful location for an institution of this kind. It lies at an altitude exceeding 1,200 feet; the climate is that of the beautiful salubrious Ozark Mountain region; the water of excellent quality, and there are very few local causes for disease of any kind.

In October, 1897, the Very Rev. A. P. Gallagher, then a young priest, was as-

signed to Mena, having in his charge several of the adjacent counties. He built five churches in Western Arkansas and established a colony of Catholics at Egger, 15 miles east of Mena, which is still growing from year to year.

The church and academy at Mena continued to grow, the latter attracting many pupils from other localities. The classrooms were well filled in February, 1913. Just sixteen years from its opening the academy was destroyed by fire. The Sisters rented two private dwellings near their own grounds and had their academy in operation two days after the destruction of their buildings.

At a public meeting held the same day the citizens of Mena raised a fund of \$4,000 to aid in the construction of a new building to cost \$20,000. Construction of the new academy building was begun last September and the same is now completed and occupied. It is constructed of brown mottled brick, with a concrete ground floor basement. It is three stories high and covers an area of 75 by 60 feet. It is electrically lighted, well ventilated, equipped with the vacuum system of steam heating, and the most modern system of sanitary plumbing. The classrooms and dormitories are large and airy, and the accommodations offered are all that can be desired.

The new academy building was solemnly dedicated and blessed by the Right Rev. John Baptist Morris of Little Rock, and

opened. It is the most handsome and commodious boarding school on the K. C. S. Ry. between Kansas City, Mo., and Shreveport, La. The curriculum embraces all that is required for a refined and thorough education and prepares pupils for college, commercial and university courses. The disci-

pline is mild and no interference whatever is made with regard to the pupil's religious opinions. For delicate students, this is an ideal school, being situated in a very healthful region. The Sisters of Mercy, Mena, Ark., will be pleased to furnish any desired information.



SAINT JOSEPH'S ACADEMY, MENA, ARKANSAS.

## Poteau, Oklahoma, and the Indian Land Sale

From November 3 to November 12, 1914, Government auction sales of Indian lands, comprising 968,000 acres, known as the unallotted timber lands of the Choctaw and Chickasaw Nation, will be held at McAlester, Wilburton, Poteau and Hugo, Okla.

In Le Flore County, Okla., of which Poteau is the county seat, 2,430 tracts of land, comprising 345,289 acres, will be offered for sale November 6 and 7, 1914. Later in the month of November, 1914, there will be a sale of the surface of the segregated coal lands, comprising 440,000 acres, of which 121,000 acres are in Le Flore county. In all there will be available for settlement and development, within the next six months more than 465,000 acres in Le Flore county, which can be had at very low prices and easy terms. Specific information concerning these lands, maps, prices, terms of sale can be obtained by addressing Mr.

J. George Wright, Commissioner to the Five Civilized Tribes, Muskogee, Oklahoma.

All of Eastern Oklahoma is good country and an energetic man can prosper in any part of it, but some parts of it are more fully developed than others in the matter of railway transportation facilities and proximity to commercial cities and towns, and these considerations weigh more or less in the selection of a home or a location for business.

Poteau, on the Kansas City Southern Railway is a town of 2,500 to 3,000 people, so well provided with undeveloped natural resources that in course of time it cannot fail to become a large city. Semi-anthracite steam coal is abundant within the city limits and in every section around the town. The beds vary from three to seven feet in thickness. Some of them are mined, but the coal mining industry is capable of indefinite expansion in this locality. The

mines at Poteau employ about three hundred people.

Asphalt is abundant in Le Flore county and one exposed bed has a thickness of twenty-eight feet. Gas in enormous quantity is obtained from half a dozen wells. There is enough gas already developed at Poteau to supply half a hundred factories or a dozen smelters with fuel, without boring additional wells. The prospects for oil development are attractive though oil has not yet been discovered in commercial quantity. The presence of vast quantities of coal, asphalt and gas lead to the conclusion that the development of oil is only a matter of finding the right spot for a well.

Valuable Clays, suitable for making brick, tile sewer pipe and pottery are abundant in nearly all parts of Le Flore county and particularly in the vicinity of Poteau, where bricks are manufactured in considerable quantity.

Timber of all kinds is abundant. The principal supply consists of several kinds of oak, hickory, gum, some walnut, ash and pine. There are about one hundred saw and planing mills in Le Flore county and much hardwood and pine lumber is manufactured. In Poteau a large handle factory and several sawmills and planers have been in operation for a number of years.

The country adjacent to Poteau is particularly attractive from an agricultural point of view. The annual cotton crop of Le Flore county is worth about ten million dollars, the average production being from one-half to three-quarters of a bale worth about \$60 per bale. Cheap fuel, abundant good water, cheap food and an exceptional abundance of raw material, should make

Poteau a very attractive point for those interested in spinning and weaving mills.

Corn produces from 30 to 60 bushels per acre, oats from 40 to 60 bushels, wheat 15 to 40 bushels, potatoes 100 to 250 bushels and forage of all kinds, including alfalfa, produce splendid crops. Prairie hay is very abundant and of excellent quality and the native pasturage is everything a stock raiser could wish. As a stock raising country Eastern Oklahoma is as good as the best.

Fruit, particularly peaches, pears, plums, strawberries, have been produced commercially for a number of years and are handled in car load lots. Peaches and berries have yielded an income of \$100 per acre in the ordinary run of years.

The town of Poteau has a complete system of waterworks and also an up-to-date sewer system. It is equipped with electric light and telephone service and has most of its streets graded and many of them provided with concrete sidewalks. The Kansas City Southern Ry. and the St. Louis & San Francisco Ry. pass through the town and a short line, the Poteau, Fort Smith & Western branch of the K. C. S. Ry., connects the coal mines with Poteau. Among the local industries are a brick plant, saw and planing mill, cotton gins, grist mill, steam laundry, handle factory, ice factory, glass manufactory, etc. The chief sources of income for the town are the products of agriculture and the raising of live stock. There are about fifty or sixty mercantile firms and two banks, and a good public school system in Poteau. The Chamber of Commerce will be pleased to furnish any desired information.

## The Texarkana Ice Company

Nearly a quarter of a century ago a number of citizens of Texarkana organized a company for the purpose of manufacturing ice. The possibilities in the ice business were too promising to be ignored. The plant, as originally planned, was started with local capital and was limited in its capacity. The daily output was about five tons. The machinery used was inadequate and for several years the plant was operated at a loss. Ten years after the organization the company was reorganized. The plant was moved to a new location and supplied with an entirely new equipment, capable of producing twelve tons of ice per day.

It was not long, however, until the increase in retail and wholesale business re-

quired an enlargement of the plant, and the twelve ton equipment was replaced by a twenty-five ton plant. For several years this output was sufficient, but the growth of the transportation of perishable fruits and truck created a necessity for re-icing and cold storage and made necessary the installation of machinery capable of producing eighty-five tons of ice per day.

This was increased within a short time to one hundred and fifty tons, and then to two hundred tons, the present daily capacity of the plant. The increase from eighty-five tons to two hundred tons was made within the past four years. The company has endeavored in every practicable way to keep abreast with the development of the city



MAIN PLANT, TEXARKANA ICE COMPANY.

and the demand for refrigeration and for ice. The main producing plant is now equipped with one machine of fifty tons capacity, and two machines of seventy-five tons daily capacity each. In addition there are four filters of fifty tons capacity each, thus assuring at all times a constant supply of pure water. These filters are so constructed that they insure purity above everything else.

The water supply at the main plant is obtained from a well of large diameter and considerable depth, from which the water comes cold and clear, yet this is thoroughly filtered before it is used. The freezing de-

partment, or tanks where the freezing is done in four hundred pound cakes, has a capacity of two hundred tons per day and is kept filled by the three machines which are kept in operation night and day. All the freezing is done by the compression system.

A branch of the plant is located on the Arkansas side of the city. This plant, while not so large as the main plant, is as completely equipped. It is operated by a gas engine and has one refrigerating machine of fifty tons capacity and one of twenty-five tons capacity. At this plant is also a large cooling vault.



TEXARKANA ICE COMPANY'S COLD STORAGE PLANT.

The storage facilities at the Texarkana Ice Company's plants are equal to the best in the United States. There are two storage vaults, one at the main plant and one at the No. 2 plant, the combined capacity being 10,000 tons. The No. 1 plant is located on the K. C. S. Ry. and the No. 2 plant on the Iron Mountain and Cotton Belt Railways; a re-icing station is maintained on the tracks of the K. C. S. Railway. The storage-in-transit facilities cover the outbound movement to all points in the Southwest and Southeast. The storage capacity is sufficient for 25,000 barrels or 75,000 boxes of apples, and both vaults have duplicate machinery, thus insuring safety of temperatures at all times. The shippers have the privilege of storing any sort of fruit or produce at a nominal cost, but the big specialty is the storage of apples in transit.

One of the most important features connected with this plant is the establishment of re-icing stations at Texarkana. The three

stations have re-iced in one day as many as five hundred cars. This record was made during the peach rush about two years ago. In fruits and vegetables the local company handles on the average about three hundred cars daily, especially active when peaches and tomatoes are moving. It is a matter of fact that during the heavy shipments of bananas moving to Kansas City, the cars were re-iced at the rate of one and one-fourth minutes per car, and with a recent meat train the record was one and one-half minutes per car. The re-icing is handled on a system which does away with all unnecessary labor and saves time, because every man is in his place at the proper moment and the work proceeds with the precision of clock work.

The Texarkana Ice Company is capitalized at \$150,000, all paid in, the stock being largely owned by Texarkana people. The working force of the plant consists of seventy-five men, which calls for a weekly payroll in excess of twelve hundred dollars.

## Home Ownership

Ex-Governor James Stephen Hogg of Texas.

For many years my advice has been, is yet, and will continue to be, that every man in this state, either in the country or in town, should acquire a home. The longer our citizens wait to make this important acquisition the more difficult it will be for them. Land prices continue to rise and the population is fast increasing. There are now 171,247,040 acres of land and about 3,500,000 people within the limits of Texas. If these lands were equally divided among the people they would have only about forty-five acres each. Twenty-one years from today the youngest living child will be grown. Keeping up the ratio of increase in the past two decades there will be at that time only about twenty acres of land per capita in this state. Thus it will be seen that the longer a man waits the less opportunity he will have to get a home. More than twenty years ago I called the people's attention to this proposition and many of them wisely availed themselves of the cheap lands in their neighborhoods. Many of them bought thirty acres, some fifty, and others more for their homesteads.

At that time it was in the power of every man in this state to buy a home and pay for it from the rents, which he has since paid, if he occupied one. Good lands then

could be bought at from \$2.00 to \$10.00 an acre; whereas, the same lands now will cost from \$10.00 to \$75.00 an acre. Twenty years from now these same lands will range in value from \$30.00 to \$200.00 an acre.

Aside from the advantage of investment it is nature's obligation, a man's solemn duty, the implied promise he makes when he takes unto himself a wife, to get a home on which he and his family can live as citizens of the government. Nine out of ten promise their wives before marriage that they shall have a home. This is often the leading inducement for woman to accept man's hand in marriage. So much so is this the law of nature that not only people, but animals of the earth, birds of the air and fishes of the sea desire to and do have a "home" as soon as they can get it after "mating off."

Any healthy, industrious man in this state can yet procure and pay for a home in the city or country easy enough. Suppose he is a farmer with a wife and one child. Ordinarily he could not cultivate more than twenty acres. Instead of buying he rents and pays in money or its equivalent about \$3.00 an acre. Say that he occupied thirty acres, worth about twenty dollars per acre, or in the aggregate \$600.00. For this land he pays annually 10

per cent of its price without any benefit from the increase of values caused from good cultivation or from the influx of immigration. Within ten years his rents will equal the value of the land. Would it not be better for him to buy this tract on time and pay 7 or 8 per cent interest on the purchase price? If he owned the land he would get the benefit of his rainy-day improvements of it as a home. Practically this property would cost him no taxes, for the amount of about five dollars that he would have to pay would be more than offset by the public free school fund he would annually get from the state if he sent only one child to school. If he sent two or more to school this free fund would more than equal all the taxes he would have to pay. Here he could rear his family, form his social, religious and political associations, which compose the essence of civilization and happiness. Here he would become permanent, known to his neighbors, and profit by the good character for probity, punctuality and loyalty that he should form. As he prospered and accumulated wealth he could buy other lands and pay for them to meet such necessities as might arise from the growth of his family. Should he be so unfortunate as to lose a member of his family, he could have a grave ground in which to bury the dead. As insignificant as that may first appear to the average man, it has more influence on the formation of the characters of people than most any other property or incident of their lives. Let a tenant lose his first-born and bury it upon rented premises or in a strange woodland or churchyard nearby. His family are newcomers in the community, and the neighbors, unacquainted with them, do not feel at liberty to make the calls to solace

them that they would on older settlers. Grief-stricken over her loss, and heart broken from what appears to be the indifference of the people, the mother cannot tolerate it another year in that community. There is no inducement, save the child's grave, for them to remain there longer and they decide to leave it. They move, they drift, they go from cabin to cabin upon the lands of others—discontented, unsatisfied, and continue to move year after year. As three moves are equal to a fire, these people, once on wheels, continue rolling down the hill of disappointment until they believe the hand of man is against them, and consequently are transformed from good citizens to misanthropes, if not government haters.

This is an extreme picture, but it is the common condition of migratory tenants. It applies as well to the town as to the country tenant. When he fails to buy a home he stands in his own light; he inflicts a cruel wound upon his family, brings on himself severe burdens of distress, loses the opportunity of better citizenship and fails to educate and refine his children. In times of sickness, when rents are due and cannot be paid, he may not find neighborly indulgence and sympathy, but instead thereof the cold hand of a heartless, avaricious landlord. At this moment of his darkest gloom threats of dispossession and snarls and growls of bill collectors take the place of neighborly visits and the night songs of cheerful friends. These suggestions must unfold to the mind on the one hand the many pictures of horror and distress that must hover over the unsettled tenant, and, on the other hand, they should furnish the pictures of contentment, of happiness and prosperity that light up every well regulated home. — "Farm and Ranch."

## Sees Government Ownership

President E. P. Ripley, of the Santa Fe, is a pessimist when it comes to talking about the government ownership of railroads, and he expects government ownership in the United States in less than five years unless something is done to prevent it.

"The present condition of things cannot stand," he says. "It is bound to fall. The condition under which private individuals furnish all the cash and all the money and backing and the government assumes all the management without any responsibility—that arrangement cannot last. What is left but government ownership? That is my conclusion, and I am able, I think, to

take an impartial view of the outlook. I am getting on in years. I am not a large holder of railroad securities.

"I am not a candidate for office of any kind, political or railroad. My business life is pretty well spent. I may stay around for a few years more, but not many. I have, as every good citizen has, the interest of the country, its prosperity and its future at heart. We have never in this country been able to keep our business and politics apart. Therefore I say the first requisite for any reasonable measure of success in government ownership is its divorce from politics."

## Fruit and Truck Growing Along The K. C. S. Ry.

Fruit of one kind or another can, after a fashion, be grown almost anywhere; indeed, nature does a lot of fruit growing in all climes, without the assistance of man. Nature's work and sole object of attainment has been the propagation and the preservation of the species, without regard to man's convenience or desires. Man's efforts in fruitgrowing were confined almost exclusively to the development of the edible parts of nature's product. All fruits were originally wild and most of them were made available for man's use through man's ingenuity, forethought and industry, carried through the ages by successive generations. Few of the fruits now in common use resemble in size, color, flavor, form or quality the original stock from which they were derived, and, indeed, many varieties of fruits which did not previously exist have been originated through man's efforts.

As far as the memory of man goes back, he has had the ambition to live under his own vine and fig tree and the cultivation of fruit is as old as the history of man himself. If he could not have his dwelling where the wild fruit grew, he could, at least, carry the seed or a cutting to his dwelling and start a family orchard of his own. The work begun by the primitive man has been carried on to the present day, and each generation learned a thing or two, the net result being the nearly perfect fruit of today. The commercial orchard is a modern innovation, made possible by the quick and easy transportation of our day.

Anyone can plant a tree, indeed, he can plant many of them, and call the planting an orchard. He may even secure fruit enough each year for the needs of his family without much forethought and effort, yet for all that he would not have a modern commercial orchard. The planting of the tree is the least of the work. After it is planted, it must be cared for well and wisely if the planter shall derive a profit therefrom. The thoughtless, the indolent, the sluggard or sloven will not comply with this requirement and need not expect success in the business of fruit growing. Such a one will not succeed in any field of enterprise, and there is no reason to hope that he will in fruit culture. Success can only be had in the application of care, good judgment and industry and the thoughtful, prudent and industrious are sure of success,

if location, varieties of fruits selected and climatic conditions are favorable.

As stated, fruit can be grown almost anywhere, if marketable quality and commercial quantity are not a serious consideration, but to produce something that has sufficient merit to warrant people in other localities to prefer it to the home products and pay good money for it, is another matter. Missouri, Arkansas, Texas, Louisiana and parts of Oklahoma are fortunate in that they possess the soil and climatic conditions, as well as the proximity of desirable markets, to make their fruit and vegetable crops a valuable resource in the assets of the country.

Fruit and truck growing in all this territory has paid, is paying and will continue to pay where the necessary conditions are complied with. It pays better than general farming, even when cotton brings ten cents, corn, seventy cents, or wheat, one dollar. The necessary conditions are marketing facilities, adaption of varieties to the soil and climate, a demand, and intelligence, skill, and enthusiasm in the work. The market, whether local or foreign, must be reached quickly, safely and cheaply. The packing of the fruit or truck must be properly done. The varieties of fruits or vegetables must be such as are in demand, and such as are adapted to the soil and climate. The quality and quantity of the product must be equal to any in competition.

Good judgment and skill must be employed in selecting time, place and varieties, the methods of planting, training, cultivating, harvesting, sorting, packing, marketing and shipping, also in co-operating with others, similarly engaged, to secure the best service of the buyers and to most advantageously transport the product. Superior products are never a drag in the market when wisely distributed and supplied at the proper time and place.

There is little room for controversy as to what soils are best suited to general fruit growing. As a general proposition, to secure size, beauty, firmness, richness and delicacy of flavor, the soil must be attended by other conditions favorable to fruit development. It must have location as well as fertility. It does not matter how much of the elements of plant food the soil may possess, if it lack drainage, it lacks one absolutely essential quality. All fruits prefer

a sandy loam, with clay subsoil, rather dry than moist, and above all, well drained.

In the hill country in Southwestern Missouri and Northwestern Arkansas, the apple is the predominating fruit and the money value in a good fruit year is somewhere between \$5,000,000 and \$6,000,000. On the elevated lands of the Ozark Mountains and their foothills, the apple seems to reach the degree of perfection demanded in the fruit markets of the world. It has reached the standard of quality required and is grown in commercial quantity, and these considerations determine the value of a region for commercial fruit growing. Missouri and Arkansas apples "go" anywhere and their size, form, color and flavor make them the favorite wherever introduced. In the Ozark region the winter apple is the money maker and there is an almost unlimited market for it. The preferred varieties of apples commonly grown are the Ben Davis, Missouri Black Twig, Hastings, Highfill, Jonathan, Grimes, Winesap, York, Gano, Missouri Pippin, Minkler, Clayton, Ingram and Huntsman.

The Ozark region is more famous for its apples than for any other fruit, yet it is a producer of enormous quantities of strawberries and other small fruits, grapes, peaches, cherries, pears and plums. The strawberries from this region are shipped north and south, being several weeks earlier than the northern crop and reaching Texas and Louisiana when the home crop is exhausted. Southern Arkansas, Louisiana and Texas also produce berries in great quantities and reach the market very early in the season, but after their own crop has been marketed they become large buyers of the later crop of Ozark and northern berries. The Ozark berries are a certain crop from year to year and are as reliable as apples. The peach crop matures say three years in five and is profitable enough to warrant growing it as a business proposition. Whenever a crop is made it is highly profitable. In most of the Ozark region orchards, the peaches are of one variety; with a diversity in varieties it is probable that a greater certainty of peach crops could be secured.

In southern Arkansas, northeastern Texas and western Louisiana, where traversed by the Kansas City Southern Railway, the soil contains a very large percentage of iron, the soil in part, or wholly, being formed from the detritus of the Ozark and Boston Mountains. The region stated forms the southern slope of these mountains, decreasing in altitude toward the south and southwest. Altitude, temperature and rainfall

are not so favorable to the apple as in the higher lying Ozark region, but the more delicate fancy peaches, apricots, nectarines, grapes, Japanese, Chinese, European, as well as American plums, pears, persimmons, etc., yield wonderful harvests of perfect fruits. Peaches and berries are shipped in carload lots and a very large acreage is devoted to their cultivation. There is something in the soil, probably the iron, which imparts a rich sub-acid flavor and high color to all fruits grown here and it can be truthfully said that the flowers of the field, as well as the rose gardens in the cities, are the most richly colored that can be found anywhere on the American continent. The coloring of the peaches and their distinct flavor are so well pronounced that any expert in fruit can readily locate their place of growth, no matter in what market he finds them. The winter apple does not fruit well south of the higher ground of the Ozarks, but several very early varieties, such as the American Pearmain, Red Astrachan, etc., maturing in June and July, yield a fairly good fruit and constitute a source of considerable revenue. Among the preferred peaches and extensively grown are the Elberta, freestone, ripening July 15th; Mamie Ross, semi-clinging, ripening June 11th; Old Mixon Cling, ripening in August; Salway, freestone, ripening September 1st; Governor Hogg, cling, ripening July 1st; Stump of the World, freestone, ripening August 1st; Triumph, freestone, ripening June 1st; St. John, freestone, ripening June 10th; Piquette's Late, freestone, September 1st; Susquehanna, freestone, July 20th; Chinese Cling, Heath's Cling, July 20th; Crawford, Thurber and others. Among the pears, the Bartlett, Winternellis, Duchess and Clapps Favorite are commonly grown in Arkansas and northern Texas; the LeConte, Keifer and others more or less extensively along the Gulf Coast. In this region, northeastern Texas, Louisiana and southwestern Arkansas, a splendid fruit and truck growing industry has been developed within very recent years, growing in magnitude from season to season. In this locality the early northern markets are the principal dependence for the fruit truck and berry growers, as it is also for the truck-growers along the Coast. This last named region has only very recently come into the field, but it is a great shipper of truck in car load lots. The strawberry shipments are immense and by reason of being in the market extra early (February and March and April) they yield extraordinary profits.

The south Arkansas, Texas and Louisiana fruit and truck grower is from twenty-four to sixty hours nearer to the great markets of the country than are the growers of California and the other Pacific and mountain states, while he is equally near, or nearer, than the south Atlantic or eastern Gulf states. The advantages of location have their bearing well defined in the truck growing industry. The north-going shipments of fruit and truck from Texas alone will amount to about 10,000 car loads and those originating on the Kansas City Southern to 3,000 car loads more, worth in the average \$500 per car or \$6,500,000, and the south-going movement to Texas and Louisiana will amount to \$4,000,000 more, without regard to the local consumption.

The Kansas City Southern Railway is a north and south line, passing through several degrees of latitude, and presenting on any given day in the year a variety of temperatures not found on any railway running east and west. The periods of blooming, setting, fruiting and maturing of fruits and vegetables vary with the distance from its southern terminus, Port Arthur, and it has been definitely ascertained that the date of maturing is just one day later for every twenty miles traversed northward. The orchard and truck products, therefore, reach the markets in procession, as each shipping station has its shipping period and none come in serious competition with stations north or south. On a railway running east and west, the entire crop would mature at the same time and each station would compete with every other station on the line. While there is no danger of over production for first class goods, it is obvious that better prices can be obtained when a smaller number of competitors are in the market.

An average truck farm will contain about forty acres, of which ten or fifteen acres are actually devoted to the cultivation of truck. The remainder is generally utilized as orchard, pasturage and for the production of forage, etc., etc. Many are smaller and some of the largest contain from 75 to 100 acres. A ten-acre tract, properly located, well cultivated and skillfully worked, will often produce \$2,000 worth of truck in a season.

It must be borne in mind by those desiring to engage in either fruit culture, truck farming, or both, that these crops are produced under a system of intense farming—that a comparatively small acreage is usually sufficient for a profitable income—but that as much or more physical labor

must be bestowed on a small area to make the dollars come, as on a larger area devoted to general field crops. One of the peculiar advantages connected with trucking is the fact that a comparatively small outlay of money is required to start in the business. The acreage is small; no complicated or very expensive machinery is necessary, and the crop is almost entirely the direct result of well applied manual labor. A vegetable crop is quickly grown and some money comes in continuously. A well populated poultry yard is always a valuable adjunct to a truck garden.

In the commercial garden it is of the utmost importance to always have something growing in it. The long season in southern Arkansas, Texas and Louisiana makes this practicable. The southern truckman's farm should never be idle. If he starts with early Irish potatoes, ripe in May or June, sweet potatoes can be planted as soon as these are dug and a catch crop of spinach or mustard greens can follow in the fall; or he can sow onions in hot beds in December, transplant them early in March and have tomato plants to set between the rows, long before the onions are maturing; or English peas and snap beans can be followed by egg plant, lettuce by cabbage, and these by turnips. In some years there may be a few weeks in midsummer when a crop could not be grown by reason of extra dry weather, but even this could be remedied by irrigation.

In the production of tree fruits there is a nonproductive period of three or four years, after the trees have been planted. This interregnum should be utilized in planting berries and commercial truck. When the trees come into bearing, it is important to so time the truck as to have some of it come in with the fruit. Early varieties of peaches will come in the same car, at the same time, and can be handled by the same buyer, with equal safety, thus securing car load shipments and a greater profit.

The spring gardens of south Arkansas, Texas and Louisiana are unexcelled. When the snow is still knee deep over the northern states, the spring lambs are gamboling on the green and the early peas, radishes, beans, lettuce, spinach, early potatoes, cabbages, rhubarb, celery and strawberries begin to find their way to the north, where they are highly prized and well paid for. The northern states will take southern vegetables until the middle of June or July. From May to October, Texas peaches, extra early apples, plums, grapes, tomatoes, cantaloupes,

melons and other products, go north. Just at about the time these in turn give out, southern Arkansas takes the market and supplies both north and south with berries, peaches, cabbages, potatoes, tomatoes, cantaloupes and other vegetables, and a little later Northern Arkansas comes in with its apples, peaches, berries, potatoes and cabbages, each so timed as not to interfere with other shipments on the line. A very considerable part of this product goes to Texas and Louisiana. Texas alone buys between \$3,000,000 and \$4,000,000 worth of fruit and truck between July and December of each year.

The average weekly import of cabbage to the various larger cities in Texas is about 150 to 250 car loads per week. The price paid ranges from one to three cents per pound, wholesale at Dallas. The average weight is from two to four pounds per head. The preferred varieties are Thoburn's Flat Dutch, Winningstadt, Brill's Nonesuch, and Henderson's Succession. The minimum yield of an acre of cabbage should be 10,000

pounds, and crops of 20,000 and 30,000 pounds are among the possibilities. An acre with a crop of 10,000 pounds should net \$120 after deducting freight charges and crates. The consumption of saur-kraut during the winter months in Texas is about fifty car loads. After the middle of November onions bring from one to two cents per pound in Texas: Prize Taker, Yellow Danvers, Globe and Red Wethersfield preferred. Ten thousand pounds to the acre are not uncommon crops, and should net an average of \$50 per acre. The weekly consumption in Texas is about ten car loads. The spring potato in Texas yields well and pays well. Long before September the entire home crop is consumed and after this time they are imported from other states. There is practically no limit to the market if the goods are of the best quality. All late vegetables, cauliflower, celery, rhubarb, tomatoes, spinach, lettuce, radishes, turnips, sweet potatoes, etc. find a ready sale at fancy prices in the larger cities of Texas during the fall and winter months.

To be continued in next issue of Current Events.

## The Apple Crop of 1914

The apple crop of 1913 was anything but satisfactory to the growers or the consuming public. The yield obtained was thirty-five per cent of normal. Reports as to the crop condition for 1914 indicate a good yield for the State of Missouri and the same feature holds good for Arkansas. According to present indications, the Missouri towns will ship approximately as follows: Rockport, 20 carloads, mostly Winesaps, Missouri Pippin and Ben Davis; Exeter, 20 carloads; Amoret, 30, mostly Ben Davis, Gano, Winesap and Black Twig; Rich Hill, 2; Rochport, 75; Belton, 15; Blackwater, 6; Booneville, 10; Steeleville, 10; Everton, 65; Stanberry, 4,000 barrels; Whitten, 3; Springfield, 115; Weaubleau, 40; Craig, 37; Corning, 12; New Franklin, 15; Franklin, 50; Westplains, 60, mostly Grimes, Yorks, Jonathans, Ben Davis; Pomona, 15; Kenwood, 2; Lebanon, 50, mostly Rome Beauty, Ben Davis, Gano, Jonathan, Willow Twig; Mayview, 150, mostly Ben Davis; Waverly, 200, mostly Ben Davis, Jonathan, Huntsman, Grimes Golden, Gano, Willow Twig, York Imperial; Mt. Vernon, 15; Miller, 25; Marionville, 100; Logan, 60; Ellsberry, 15; New Florence, 10 carloads.

The apple shipments from Arkansas points will be approximately as follows: Bentonville, 150 carloads, double the crop of last year; Rogers, 150 carloads, forty per cent above normal yield; Decatur, 50 carloads, mostly Maiden Blush, Pippin, Grimes' Golden, Gano and Ben Davis; Lowell, 100; Gravette, 100; Siloam Springs, double the crop of last year; Gentry, 150; Garfield, 150, mostly Ben Davis, Mammoth Black Twig, Arkansas Black, Winesap, Jonathans; Ozark, 12; Altus, 2; Thorney, 45; Houston, 2; Springdale, 350; Johnson, 30; Summers, 25; Farmington, 10; Sulphur City, 55, mostly Ben Davis, Winesap, Black Twig, Grimes' Golden and Gano.

Of the towns reporting in Missouri, thirty report a crop of 1,227 carloads. Fifteen towns in Arkansas report 1,369 carloads. The crop as far as reported amounts to 2,596 carloads.

Mr. H. E. Clark of Gentry, Arkansas, has the distinction of being the champion strawberry grower this season. From one acre of Aroma strawberries he marketed \$401.50 worth of strawberries.

## Some Letters From The Immigration Agent

Kansas City, Mo., April 8, 1914.

To Real Estate and Immigration Agents:

You frequently have farmers in your locality that for one reason or another want to buy land in some other portion of the United States. You know the various reasons.

I want, at the present time, to call your attention to Louisiana—western Louisiana. This is the portion of the state that is high land and no possibility of overflow or standing water. Very healthy—no malaria—and the best of drinking water—a fine climate and splendid place to live—all that and more. I make the statement that there is no other portion of the country that has as bright prospects for future advance in values. Why? Read and analyze. Good sandy loam soil—ample rainfall—long growing season—great diversity of products—good markets—citrus fruits—paper shell pecans, the most wonderful crop known—best stock country—wonderful OIL development—splendid average climate. These conditions exist.

There are not enough people there to take advantage of the opportunities. It is your chance to make money. You are doing yourself a great injustice if you do not investigate.

We have the best little railroad in the country and we will serve you well. You cannot do better than to settle in our southern country, NOW, while prices are reasonable, because there are tremendous advances in sight.

Get into correspondence with me or with other people who are interested in the South. Learn all you can about it. Don't stand in your own light. You know that there are waves of immigration and just now the wave is starting on a long swell to Western Louisiana, where Nature always smiles.

Sincerely,

WM. NICHOLSON,  
Immigration Agent.

Kansas City, Mo.

Kansas City, Mo., April 15, 1914.

To Immigration Agents:

Go South to make money farming.

This message is for the farmer who knows that his hard labor isn't bringing the return it should, whether he is an owner or renter.

Western Louisiana is the place where more money will be made through farming than any other spot in the entire country. Along the line of the Kansas City Southern Railway farms can be had for as little money as your present farm sold for years and years ago. Land that is better than \$50 and \$75 land of the North for so little as \$15 an acre. Unlike your one-crop Northern farm, this Louisiana land will grow three crops a year. Fine, high land. Ideal soil, having ample rainfall and drainage. Enjoying a climate which physicians send their patients to because of the wonderful healthfulness of the pines and gulf breezes.

The Kansas City Southern Railway offers no land for sale, but knows that these farms are rapidly increasing in value, and urges its friends to buy farms now while they are yet cheap. Often you can trade in property as part payment.

Write me at once for special information.

Respectfully,

WM. NICHOLSON,  
Immigration Agent.

Kansas City Southern Railway,  
Kansas City, Mo.

Kansas City, Mo., April 22, 1914.

To Immigration Agents:

There's prosperity for you in the South and the best part of the South is Western Louisiana.

The new South surely "has the call" now as never before. The progressive, aggressive farmers of the North have at last been made to realize the many and wonderful opportunities that await them in this great three-crop land—and they are coming into this country by the thousands and are finding health, wealth and contentment such as were never theirs before!

And there's a very pleasant surprise in store for the man who has not investigated this country and its opportunities, and who does not know what a lot of things can be done down there with a small amount of money and only the average amount of effort.

In the uplands of Western Louisiana—right along the main line of the Kansas City Southern Railway and in close touch with the great central markets—you can now buy choice lands for only \$15 an acre,

and practically on your own terms. Land of the same quality with less earning power in the North would sell readily for \$50 to \$150 per acre—and this land will also with-in a very short time.

Here you get **twelve months' growing season—three crops a year**—the health-giving, health-sustaining, delightful and near ideal climate of the famous Louisiana "Ozone Belt," good markets, good schools, churches, stores and good neighbors—advantages that will surely appeal to any man who wants the best for his family and himself.

Roses grow and bloom every month in the year, out of doors. The air is continuously laden with perfume of some blossoming flower. Vegetables ripen fresh every day, for your table. No king could live more bountifully. God made a few places in the world more desirable than others to live in, and Western Louisiana is one of them. You have the chance now to come into your inheritance. It will be your happy home from which you will never want to depart.

The Kansas City Southern Railway has no lands to sell, but there is good land to be had at bargain prices at a great many places along its line. Often you can trade in property as part payment.

Our free illustrated folder tells about it. Write today and ask questions.

Yours truly,

WM. NICHOLSON,  
Immigration Agent.

Kansas City, Mo., May 14, 1914.  
To Immigration Agents:

Reports show that apples have bloomed heavily and the fine weather favors a heavy setting. A big crop is expected and the quality of Ozark apples is known to be the most excellent of any section.

Peaches are expected to yield only about a third of a crop on account of early blossoming and a late frost. The crop, while light, is expected to be of a superior quality.

The strawberry crop is excellent. Blackberries and raspberries good.

Grapes will be a good crop and a very large new acreage has been set out.

Plums and cherries about one-third to one-half crop.

The Ozark region is noted the world over as the great coming fruit section, and it is now in its infancy. This territory is a most delightful place for small homes, where the pleasures of rural life can be enjoyed to the utmost. Farmers wanting a small acreage for intensive fruit cultivation and city people wanting to retire to a life of satisfaction, cannot do better than to locate in some charming spot in the Ozarks, where the sparkling spring water bubbles from out the rocky hillside, wanders down the shady vale on its mission as a blessing to thirsty humankind and the beasts of burden, to the profit-making stock, fattening on the hillside grasses, as an ever-cooling stream for the milk and butter crocks, as an enchanted pool for the wily bass, and an enticing swimming hole for the care-free sonnie boys.

You can make your living in this thrice blessed country and you will enjoy life to the utmost while doing so. Perhaps you can make a living anywhere, but why not live where you can enjoy yourself the while. A good living can be made in the Ozarks with very little effort. See? This life is none too long at the best, so try to enjoy it as you journey through. Ask me for the Ozark booklet for your friends to read.

Sincerely,

WM. NICHOLSON,  
Immigration Agent.

## Traffic of the Port Arthur Canal

According to a report made by Major T. H. Jackson and covering the fiscal year ending June 30, 1914, the government expended the sum of \$54,664.52 on the Port Arthur canal, and in which work is included the widening of the canal. The report states that the district of Sabine contributed the bulk of the value of commerce during the year in the Dallas engineering district, which comprises parts of Texas and Arkansas. The commodity value of

goods shipped out through Sabine Pass for the year was \$86,437,688, of which the Port Arthur ship canal contributed \$62,134,184, the Sabine-Neches canal contributed \$3,846,752, and of which amount \$1,711,832 is credited to the Neches river, the balance to the Sabine river. Commodity value of goods shipped in and out of Johnson Bayou, which is in the Dallas district, amounted in that year to \$387,878.

## Shreveport's Industrial and Commercial Progress in 1914

For nearly half a century Shreveport, next to New Orleans, has been the most important commercial and jobbing center in Louisiana. During all this time it has been a great cotton concentrating point and a supply point for a very great area. At the present time there are eighty concerns in Shreveport which may be classed as wholesale distributors. The city handles between 200,000 and 300,000 bales of cotton, and more than 200,000,000 feet of lumber annually. The three fertilizer factories send out annually 100,000 tons of their product, and among the other products manufactured in quantity are window glass, glass jars and bottles, sheet metal, wood products, refined oil, creosoted ties, cotton seed oil products, machinery, boxes, canned goods, handles, sash and doors, etc. The oil production of the Caddo field in 1913 was nearly eleven million barrels of oil, and the gas production amounted to nearly twenty billions of feet. The amount of money involved in the industrial and commercial activities of Shreveport in 1913 is given as follows:

### Oil.

Value.

Production Shreveport oil district	
1913, 10,750,000 barrels.....	\$12,000,000
Oil refineries, output 1913, 720,-	
000 barrels. ....	1,200,000

### Natural Gas.

Output 1913, 19,500,000,000 feet.	2,322,000
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### Cotton.

Actual receipts 1913-1914 to date	
191,676 bales. ....	11,500,560

### Lumber.

Output 1913, including creosoted	
ties and piling, 225,000,000 ft.	2,900,000

### Fertilizers.

Output present season, 100,000	
tons. ....	2,100,000

### Manufacturing.

(Excluding factories included above), 101 establishments, employing 2,670 men.....	6,242,000
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### Wholesale Grocers.

Volume of trade, 1913.....	8,000,000
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### Packing House Products.

Volume of trade, 1913.....	4,000,000
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### Hardware and Agricultural Implements.

Volume of trade, 1913.....	2,500,000
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### Dry Goods.

Volume of trade, 1913.....	1,500,000
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### Oil Well Supplies.

Volume of trade, 1913.....	3,000,000
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### Miscellaneous Wholesale.

(Including hats, hides, shoes, saddlery, harness, wagons, autos, drugs, mill supplies, etc.)....	8,100,000
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### Agriculture.

Shreveport is in the center of an agricultural section which, for fertility and variety of crops which may be produced profitably, is not excelled in the world. In a general way the farm lands around Shreveport may be divided into two classes, the uplands and the river, or alluvial, lands. The prices for the alluvial lands range from \$25 to \$60 per acre, according to improvements, while the uplands may be purchased from \$10 to \$25 per acre. Every cereal, fruit or vegetable known to the temperate zone can be raised in this section. Of recent years there has been a marked development of the uplands or hill lands, brought about by the industry, intelligence and thrift of the white farmer. The growing season in this section is 250 days long, as compared with 163 days in Iowa. This means that at least two crops can be made each season, and not infrequently farmers make three and four crops each year on the same ground.



## Miscellaneous Mention

### WHEN FISH BEGIN TO BITE.

When the warm weather creeps in the water  
and the worms begin to crawl  
And the birds begin to chirrup 'round the  
brook and waterfall;

When the toads begin to holler and the tur-  
tles come in sight,

That is when the season opens and the fish  
begin to bite.

When the man housed in his office in the  
noisy, bustling town

Feels that awful itchy feeling from his  
stockings to his crown;

When he slams his bulky ledger and vam-  
oosees in the night,

That is when the fever's got him and the  
fish begin to bite.

When the robin's cheery carol comes across  
the balmy breeze,

And the boy along the mill stream creeps  
beneath the budding trees,

When he drops his hook so gently where the  
little shiners skite,

There is joy within his bosom, when the  
fish begin to bite.

When the landlord in the country advertises  
"board and rooms,"

With his rivers full of fishes and his fields  
full of perfumes;

When he writes his house is airy and mos-  
quitoless at night.

That is when the city empties and the fish  
begin to bite.

—Leslie's Weekly.

### LOUISIANA'S RESOURCES.

The products of Louisiana's farms, fac-  
tories and mines were worth \$166,241,563  
for the year 1913, according to statistics  
given in the annual report of the State  
Commissioner of Agriculture. These figures  
do not include the city of New Orleans and  
two parishes failing to make reports. In  
point of value cotton leads the state's pro-  
ducts, the 422,686 bales made in 1913 being  
worth \$21,518,075. A summary of the re-  
port is here given:

	Value.
422,686 bales cotton.....	\$21,518,075
34,087,062 bushels corn.....	21,036,484
280,346,707 pounds sugar.....	16,888,500

349,004 barrels molasses.....	1,882,987
224,799 barrels syrup.....	1,998,732
546,907,230 pounds rice.....	8,891,289
232,350 bushels peanuts.....	224,325
5,536,707 bushels sweet potatoes.	2,814,871
1,169,250 bushels Irish potatoes.	933,125
327,912 tons hay.....	3,345,301
1,246,510 bushels oats.....	662,652
135,000 boxes oranges.....	200,725
250,000 pounds tobacco.....	50,000
1,234 cars vegetables.....	286,480
1,647 cars strawberries.....	1,209,560
5,104,160 gallons milk.....	1,742,875
801 cars cattle.....	507,650
62 cars hogs.....	41,350
3,183,474,895 feet lumber.....	42,581,073
Output of 125 other factories..	18,321,850
Output of 13 canneries.....	704,300
10,569,500 barrels oil.....	10,971,350
22,000,000 feet natural gas....	2,550,000
700,000 tons sulphur.....	1,400,000
Output of salt mines.....	1,000,000
Cottonseed.....	5,072,000

Total.....\$166,241,563

The output of the cultivated lands, 5,000-  
847 acres, shows \$17.87 per acre were the  
products of the farms. This does not include  
the value of horses, mules, cattle, hogs,  
sheep and poultry. If, however, all pro-  
ducts are estimated, over \$49 per acre were  
produced in the State.

There are many thousands of acres of the  
same kind of lands still uncultivated and  
can be bought at from \$5 to \$100.—Bossier  
Banner, March 12, 1914.

### SIXTY CARS OF STRAWBERRIES.

About 60 carloads of strawberries have  
been shipped out of Neosho this season.  
Fifty-four full carloads had been shipped  
and in addition about 2,600 crates by ex-  
press, which would make about six carloads.  
The crop has been cut short by the dry  
weather, but altogether it has been a very  
good berry season.

The price has been above the average,  
generally \$2.25 to \$2.50 a crate, and it has  
made the total receipts from berry ship-  
ments above expectations. The strawberry  
acreage is only about one-half what it used  
to be, hence the number of carloads is also  
only half.—Neosho Times.

## TEXAS HUMIDITY.

"You'd hardly believe," said the man with the long whiskers to the editor of the Glasco (Kans.) Sun, "how excessively damp it is along the Gulf Coast of Texas. We all use rawhide harness, and a real hot, damp day sure does cause the tugs to stretch amazingly. One day I drove down on the Brazos river bottom more than a mile from home and loaded up three-quarters of a cord of pecan wood. Just as I had finished loading a shower came up and the water that fell was as hot as the so-called hot coffee restaurants. Well, I started the mules, and the tugs began to stretch, but the wagon never budged. I drove on home and when I got there the wagon was still down on the bottom and the tugs were stretched out as small as shoestrings. What did I do to get the wood home? That's easy. I just unharnessed and threw the gears over a stump in the back yard. Fifteen minutes later the sun shone out, dried up the dampness and in less than an hour that wagon came creeping up the hill. Yes, sir, that's a fact."—Kansas City Star.

## SULPHUR MINING IN LOUISIANA.

The greatest sulphur mines in the world are located at Sulphur Station, about 10 miles east of Lake Charles in Calcasieu parish, Louisiana. The sulphur is found in a porous formation about 1,000 feet below the surface. Wells are drilled to it by the rotary method. Up to the beginning of 1913 three hundred and seventy wells had been sunk on the property and 2,500,000 tons of sulphur had been produced. Water, superheated to a temperature above 300 degrees Fahrenheit, is forced down into the sulphur formation, melting it, and the liquid sulphur is then raised to the surface by means of compressed air and discharged into immense bins, where it solidifies and is ready for the market, commercially pure. Oil is the fuel employed to raise the water to the required temperature in the boilers. The abundance of this fuel, coming at the time when the success of the process of production had first been assured, was a large factor in hastening the prosperity of the enterprise. It was demonstrated early in the history of the present operating company that the mine could yield more than the world's requirements of sulphur. On a two months' run six wells put out 122,000 tons.

The process, which is the basis of the Union Sulphur Company's success, was introduced by Herman Frasch, a chemist, who first made a reputation by devising a method for removing the sulphur from crude oil,

this in itself being an epoch-making achievement. His attention was attracted to the Louisiana sulphur deposits in 1890. Many failures had been recorded and a number of lives lost in the effort to mine the sulphur. The presence of a body of quicksand 500 feet thick, overlying the sulphur formation, was the apparently insurmountable obstacle in the way of successfully bringing the mineral to the surface. Mr. Frasch decided that melting the sulphur in the ground and raising it in liquid form would solve the problem, and his experiments were conducted to this end, with the magnificent results that are known the world over. From 1905 to 1913 the Union Sulphur Company has consumed 8,839,795 barrels of fuel oil in the operation of mining this sulphur.—Fuel Oil Journal.

## LOUISIANA OIL PRODUCTION.

The Caddo field is not speculative, for it is one of the largest fields in the country. It is so actually. The Beaumont, Sour Lake, Batson and Jennings fields attracted wide attention for a time, but their class as great and permanent fields did not endure. The fact that Caddo has steadily increased her production, until now her raw product approximates in value \$10,000,000, bears out the prophecies of half a dozen years ago that her field is among the largest and most dependable in the world.

It is difficult to compute in dollars and cents the value of the field in North Louisiana. Hundreds of thousands of dollars went into the pockets of Caddo owners of lands, which, long considered of little value, were suddenly found to cover untold mineral riches. Thousands of people have been attracted to the field. Millions have been spent for machinery and other equipment, including pipe lines. New industries have been developed, and the commercial and industrial activities of the whole northwestern section of the state have been immensely stimulated. The contemporaneous discovery of natural gas has not only provided cheap fuel for all the surrounding sections of Louisiana, Arkansas and Texas, but has further increased the wealth thereof.

North Louisiana is no longer to be pitied for her poverty and misfortunes. Her prosperity has become stable. No section of Louisiana is in a better condition at this time of widespread depression, and no single factor has done more to bring about this condition than the successful exploitation and development of the Caddo gas and oil fields.—New Orleans States.

The Caddo field furnished about twelfthths of the total oil produced in the state of Louisiana last year—or about 10,000,000 barrels out of the 12,000,000-barrel total. The new De Soto parish field, just south of this city, is also making rapid development during the past few months, with indications that this growth will continue.

As pointed out by our New Orleans contemporary, the development of the great Caddo oil field has not profited simply the big oil producing companies, but has been of immense benefit to large numbers of people, engaged in all sorts of activities, and has furnished remunerative employment to a vast army of laborers. It is estimated that it costs in the neighborhood of \$10,000 to put down a deep well in the Caddo field—and this must be paid, whether oil is struck or not. When it is remembered that thousands of holes have been sunk in this territory during the past ten years, it will easily be seen what a vast outlay has been required for this one line of the business.

In addition, there are the millions that have been spent for pipe lines, for tank cars, for transportation by rail and otherwise, for timbers and machinery and for hundreds of other things that enter into the work. Many people gave up their lands for a small consideration at the beginning of the oil excitement, it is true, but since the work of development assumed large proportions the owners of land in the proven territory have received just bonuses and a share in the production. This has brought riches to many in Caddo parish, and these, in turn, have expended their money in other lines of enterprises; indeed, the oil and gas fields have started an endless chain of prosperity for this section of the state—a prosperity that extends in so many different directions that it would be difficult to point out all of them.

#### THE RAINFALL OF 1913.

The rainfall at Beaumont, Tex., for the years 1912 and 1913 was greater than normal. The rainfall for 1912 was 61.98 inches and for 1913 60.58 inches. The excessive rain came in the month of September, 1913, amounting to 16.21 inches, which is more than El Paso County gets in a whole year. In 1912 the rainfall for September at Beaumont was only 0.19 inches. The crops of the Beaumont country were fairly good and if September had had a normal rainfall, 5 inches, a bumper crop would have been produced. Beaumont apparently had just a little too much of a good thing.

At Joplin, Mo., the rainfall for 1913 was 33.74 inches, showing a decrease of 10.44 inches as compared with the rainfall of 1912. Farmers and berry growers complained of excessive dry weather, though as a matter of fact they had much more rain than any part of the territory west of the 100th meridian gets in an ordinary year.

Kansas has had a good coal output this year. The production in 1913 increased from 6,178,728 short tons, valued at \$9,472,572 in 1912, to 6,986,182 tons, valued at \$11,324,130, according to figures compiled by E. W. Parker of the U. S. Geological Survey. The total number of men employed in the mines was 11,646, who worked an average of 202 days in the year.

Beaumont, Texas, is a city of about 26,000 people. There are several hotels of large capacity, among which the Crosby House is the largest. The register of the hotel shows that for the months between January and October, 1913, thirty thousand people, 3,000 each month, or 100 per day had stopped there. If we consider that the other hotels also had their share of guests there is no doubt but that Beaumont has no lack of visitors.

Establishment of regular sailings by the Seeberg Steamship Line between Port Arthur and the West Indies, Central and South American ports was practically decided upon at a recent conference held here in the office of E. G. Spencer, general agent of the Kansas City Southern. Present at the conference were J. F. Kerr of Mobile, one of the owners of the Seeberg Line; W. H. Cowley, New Orleans, agent of the line; W. H. Gilliland, Port Arthur agent; W. H. Farwell of Orange, manager of the Lutchter & Moore Lumber Company; B. A. Steinhage and John Spencer, local rice men. The line now makes occasional sailings and regular monthly sailings will be tried for six months, after which the regular schedule will be permanently adopted, if it proves profitable, according to the steamship officials.

Mobile, New Orleans, Galveston and Port Arthur will be the regular ports of call in this country, and the line will run to Haiti, the Leeward and Windward Islands, Panama and points on the northern coast of South America.

## CRAWFORD COUNTY, KANSAS.

## Produces Much Butter.

Girard, June 10.—Dairying, as carried on by the general farmer, is one of the biggest agricultural industries in Crawford county. In the year ending March 1, 1914, the farmers—that is, their wives and daughters—made 355,380 pounds of butter. That was not nearly sufficient for the use of the 58,354 people of the county, however, for it means only about six pounds to the person. If the butter sold at an average of 25 cents a pound, and it is said to have been a higher average than this, the butter was worth \$888,845.

These figures were taken from the agricultural statistics which the county gathered in April and May and which the county clerk has compiled into convenient form. They show that the amount of butter produced was greater this year by 75,253 pounds than in 1912-13, when the total amount was 280,127 pounds.

But that is not all the wealth that the county's Jerseys, Bosses' and Spots produced by any means. The farmers sold milk and cream to factories and individuals to the value of \$60,011. Considerably less milk and cream was sold to the creameries and cheese factories in the last statistical year than in the one immediately preceding. This fact dovetails with the fact that more butter was made and shows that the farmers worked up more of their cream at home instead of selling it.

Following are the figures by the townships on the amount of butter and the value of cream and milk sold:

Townships	Lbs. of Butter	Milk and cream sold
Baker . . . . .	32,406	\$14,229
Crawford. . . . .	167,425	7,555
Grant . . . . .	6,135	3,688
Lincoln . . . . .	42,755	1,015
Osage . . . . .	28,640	8,835
Sheridan . . . . .	43,920	2,635
Walnut . . . . .	21,182	14,020
Sherman . . . . .	7,927	1,834
Washington . . . . .	4,990	200
Total . . . . .	355,380	\$60,011

## PHONES IN MERRIE ENGLAND.

Not long ago somebody of prominence in the city of Liverpool protested loudly against the government's operation of telephones, making particular objection against the time taken to install a new telephone. But it seems that the Liverpool man was rather impatient. As proof, read the statement

issued by the postmaster general, to whom inquiry was directed regarding the delay:

"The average time taken to connect the new subscriber with the telephone system," says the postmaster general, "from the time of receiving the order is as follows: Birmingham, 51 days; Manchester, 40; Belfast, 40; Liverpool, 26; Dublin, 21½; London, 18½, and Edinburgh, 18."

Who wouldn't live in Merrie England, in Birmingham, for instance, and have the pleasure of ordering a telephone installed in one's business house, say on April 15, and then have one's eyes cheered on June 5 with the sight of the installation man coming through the front door with two or three civil service, politically cinched assistants? One could have a nice party to celebrate the installation of a 'phone in one's residence. There would be plenty of time to have invitations engraved, the catering arranged and the house decorated.

Here in this country we live too fast. We haste. We bolt our meals. We insist on rapid transit, and sometimes get it. We notify the telephone company we want a telephone, and if we haven't got it in two days we begin to worry the manager. If it isn't in place by the third day the chairman of the board of directors is liable to hear from us.

What Americans really need is something like the English system. It inculcates patience. It renders one willing to put up with any sort of service because we have waited so long for it that it seems a thing so much more desirable when finally we do get it.

The postmaster general of Great Britain and Ireland neglected to say how long after a connection is made service begins. Probably one doesn't have to wait more than a week or two before the central operator deigns to answer.

Anyhow, we now understand why the Englishman doesn't say "Hello" into a 'phone, but instead asks: "Are you there?"—The New York Commercial.

Mr. Geo. Whited and Mr. Ambrose, both of Goodman, Mo., recently visited Pineville, the county seat. On their return journey they visited, for a short time, Ad DeAtley, the man who has the finest cement spring house in McDonald county, who is building a 50 ton hay barn, who is growing alfalfa successfully, who works the roads abutting on his premises himself, a real live wire. May his tribe increase, for a few more DeAtleys would work a transformation in the scenery on the old Pineville road.

A man, not a make-believe, bought forty acres of rough land near here three years ago, at \$7 per acre. With a small amount of stock and a large amount of sickness, he has cleared some of it and grown strawberries. He sold \$500 and over last year and a little over \$400 worth this year. Not one-fourth of his land is cleared, not one-eighth of it is in strawberries. This year his gross receipts per acre will exceed \$100. Last year they were almost \$200.

Another man, with more acres, last year sold \$1,500 worth and already has sold over \$1,000 worth this year. These patches show the care given them. You can't sit on the store stoop and whittle, if you want to get returns from a strawberry patch.—Anderson, Mo., "News."

The people of Beaumont and Orange, Texas, have a movement on foot to construct a substantial highway between the two cities. There is some very fine agricultural land along the proposed road which it is desired to make accessible to both cities. A small area of wet land lying east of Beaumont will be thoroughly drained and this will add some very rich land to that already available.

### ROAD IMPROVEMENT IN CALCASIEU PARISH, LA.

Early during the present year the voters of Calcasieu Parish, at a special election, voted a bond issue of \$900,000 for the construction of public roads through the parish. During the month of May contracts were let to construct the following named roads: Gillis Highway, \$32,996; Thorwall Highway, \$28,065; Calcasieu Lake Highway, \$77,884; Lockport and Houston River Highway, \$11,317; total, \$150,262. Since then contracts have been let for the construction of two swing steel bridges across the Intercoastal Canal and several concrete bridges over other waterways. The roads from Lake Charles to Chloe, and from Westlake to Sulphur, will be paved with brick on a concrete foundation six inches thick. A macadamized driveway will follow the river south, touching Prien Lake and running to Calcasieu Lake. The work on all of the roads to be constructed from the proceeds of this bond issue is to be of the most substantial character. At the present time more than four hundred people are employed in this work. A good deal of new work, mostly asphalt-concrete, is being done on the city streets.

### AN ACRE IN FRUIT.

You may be surprised at the number of fruit trees you can place on an acre. You should not limit yourself to an acre, but here is a list for that much ground:

- 14 plum trees set 15x15 feet,
- 28 peach trees set 15x15 feet,
- 14 Japan persimmon trees set 15x15 feet,
- 16 apple trees set 26x20 feet,
- 16 pear trees set 26x20 feet,
- 20 fig bushes set 12x10 feet,
- 50 blackberries set 4x4 feet,
- 50 dewberries set 4x4 feet,
- 20 bunch grapes set 10x10 feet,
- 1,050 strawberry plants (5 rows) set 3 feet by 1 foot.

This is a total all told, of 1,050 strawberries and 288 other plants and trees. No provision has been made for the pecans and Muscadine grapes. These should be provided for by using the pecans for shade trees, and the Muscadine grapes should have a place by themselves. This list may be changed or varied at will, omitting some and adding others to suit local conditions.—H. Harold Hume in *The Progressive Farmer*.

### THE WATCH'S WORK.

The work a watch will do in ten years is surprising. In that time, which included two leap years, and consequently a total of 3,652 days, the hour hand has made 7,304 and the minute hand 87,648 revolutions. The end of an average minute hand travels over 10,820 yards—over six miles. The second hand has made 5,258,880 revolutions, and its extremity has traversed on the dial a distance of upwards of 123 miles. The escape wheel has made 52,588,800 revolutions, and, as it has fifteen teeth, it has come 788,823,000 times in contact with each pallet. The balance has made 1,577,644,000 vibrations, and any point on the outside of the rim has covered a distance of about 50,000 miles, and that is equal to twice the circumference of the earth.—S. P. Bulletin.

### JUST A LITTLE HINT.

A passenger in a Pullman car was inclined to be rather friendly with the porter, but had not as yet given him any tip. "Do you enjoy your position?" the man asked as the porter was brushing his coat. "Yes, sah," replied the colored fellow. "I likes de quarters heah very much—when I gets 'em."—*Harper's Magazine*.

### A NEW VARIETY OF SEEDLESS ORANGE.

Mr. L. A. Goudeau, an attorney of Lake Charles, La., has developed a new variety of seedless orange. The new orange has been tested and tried out and it was found to be hardy in the climate of the Gulf Coast and prolific. When six or seven years old it matured about 2,500 perfect oranges. A nursery comprising 1,200 acres, at English Turn in Plaquemine Parish is now being set out, and within a few years the "Louisiana Seedless" will be one of Louisiana's citrus fruits. The American Pomological Society, which has named the new fruit the "Goudeau," has awarded to Mr. Goudeau the Wilder silver metal as an acknowledgment of the value and importance of his discovery.

### A SUCCESSFUL FARM.

E. N. Plank has 800 acres in his big farm at Decatur, Ark., divided as follows:  
Berries, 100 acres.  
Peaches, 125 acres.  
Apples, 75 acres.

Of the remainder, 25 acres are blackberries and dewberries, the balance in pasture, grain and timber.

In speaking of his success in the growing of strawberries, Mr. Plank says:

"I have had as good success in growing strawberries as in growing peaches. I will tell you the secret. It is very simple, yet it is worth thousands of dollars to know. Put out each year as many acres of strawberries as you possibly can. Cultivate and hoe them thoroughly from early spring until late fall. Allow no grass to remain in the rows and no weeds allowed to go to seed. Retain the patch as many years as possible. Pay no attention to frosts, rains, droughts or low markets. Hang on long enough, and your fortune is made. You may hit some lean years, but you will be in the push during the fat ones."

### TRESPASSERS.

Pursuing the campaign which the railroads of the country are waging against trespassers and others who use the property unlawfully, the Baltimore and Ohio railroad has adopted a plan of impressing upon town and country authorities the toll of human lives sacrificed needlessly because people remain impervious to danger.

Agents of the Baltimore and Ohio are asked to discuss with Justices of the Peace and other town and county authorities, to acquaint those entrusted with the enforcement of the law with the facts pertaining

to the loss of life due to trespassing. The authorities are being asked to co-operate with the railroad in the campaign it is conducting, to the extent that when tramps, unlawful train riders and others are apprehended they will be taken in charge by the agents of the law. Suggestions are being requested from the authorities consulted and their recommendations will be forwarded to the railroad officials for due consideration.

### ARKANSAS LIVESTOCK

It has been known and appreciated by many that Arkansas is typically a livestock state; however, but few have known that the value of its livestock in 1913 was \$124,566,000. The value of livestock is divided among the different classes as follows:

Beef cattle . . . . .	\$36,000,000
Mules . . . . .	26,790,000
Horses . . . . .	25,389,000
Milch cows . . . . .	24,340,000
Swine . . . . .	11,085,000
Sheep . . . . .	322,000

It is noticed that this list does not include the value of jacks, jennets, goats and poultry. If they were added it would bring the total up to about \$150,600,000. The above figures are authentic, having been secured from the government agents.

Mr. O. D. Torrey of Goodman, Mo., who has eight acres of strawberries on his farm, made his first crop last year, and picked and shipped from these eight acres \$1,400 worth of berries. This year he got \$1,800 worth from the same patch, four acres of it yielding \$1,000 of the amount. Mr. Voght, resident in the same vicinity, had ten acres in berries and his yield came to about \$100 more than Mr. Torrey's. Next year Mr. Torrey will apply intensive cultivation to his berries and by the method adopted expects to secure a yield of 10,000 quarts to the acre. This would make 416 crates and at the average price received for berries this year, would yield him \$1,000 per acre.

Mr. H. B. Everett of Conroe in East Texas, this season, 1914, had seven-eighths of an acre in tomatoes. He gathered 268 crates, which were shipped by express and sold at an average price of 73 cents per crate, or \$197. The rest, 132 crates, were sold on the Conroe market at 75 cents per crate, bringing \$100.25. The entire 400 crates brought \$297.25, which figured out \$340 an acre for the tomatoes.

### USE OF LIME IN AGRICULTURE.

The chalk deposit at the White Cliffs, it is reported, will be worked very soon to prepare crushed chalk for fertilizing purposes.

Agricultural demonstrators state applications of limestone crushed to a sixteenth-inch mesh of fineness should be made on nearly all the uplands in this vicinity.

It has been stated on good authority that there are twelve varieties of clover that are indigenous to this section of country, and only require that the soil be sweetened in order to make them flourish abundantly.

In many sections of the country lespedeza grows wild and luxuriant. The bottoms for the past three or four years have been increasing all the time in their yield of various kinds of clover. Clover must have lime, as it cannot live on its own excretions.

Lime is now being sold in Illinois for \$1.50 per ton. The railroads in Virginia are hauling it for 30 cents per ton for 50 miles, 60 cents for 100 miles, and \$1 for 200 miles.

Recently two carloads were shipped to Nash, Tex., and sold there for 50 cents per ton delivered. Two tons per acre, if applied to the upland soil of this vicinity as a corrective, would have a wonderful influence in preparing the way for monster crops of clover and alfalfa.

Soil fertility is the farmer's bank account. Draw it out and you check out your account. Add to it and you increase your bank account.

### JOPLIN, MO.

The city directory of 1914 gives Joplin a population of 40,062, showing a gain of 7,989 since 1910. The U. S. census taken in 1910 gave the city 32,073. This census was confined to the people within the legal limits of the corporation, no account being taken of the adjoining suburbs and additions.

### PETROLEUM OUTPUT IN 1913.

#### California and Oklahoma Yielded More Than All Other States.

Pennsylvania at one time produced practically all the petroleum of the country, but last year its output was little over 3 per cent of the total and was exceeded by that of seven states. The total production in 1913 as reported by the Geological Survey was 248½ million barrels, 11 per cent more than in 1912, and the total value was 237 million dollars, 44 per cent more than in 1912. California produced 31 per cent of the country's total last year, Oklahoma 25 per cent. these two states yielding more

than all the others. The average price paid in the entire country was 95.4 cents a barrel in 1913 and 73.7 cents in 1912.

Production in the principal states for two years past and the average price per barrel in each state are here shown:

	1913		1912.
	Barrels.	Avg. Price.	Barrels.
California. . . . .	97,764,525	\$.467	87,272,533
Oklahoma. . . . .	63,579,384	.937	51,427,071
Illinois. . . . .	23,893,899	1.296	28,601,308
Texas. . . . .	15,009,478	.978	11,735,057
Louisiana. . . . .	12,498,828	.981	9,263,439
West Virginia. . . . .	11,567,299	2.492	12,128,962
Ohio. . . . .	8,781,468	1.937	8,969,007
Pennsylvania. . . . .	7,963,232	2.487	7,837,948
Kansas. . . . .	2,248,233	.947	1,592,796
All others. . . . .	5,139,784	....	4,107,863
Total, U. S. . . . .	248,446,230	\$.954	222,935,044

### MORE KANSAS COAL IN 1913.

#### The Output Was Valued at \$12,036,292 U. S. Found.

The coal miners in Kansas produced 7,202,210 short tons in 1913, valued at \$12,036,292, according to figures compiled by E. W. Parker, of the United States geological survey in co-operation with the Kansas geological survey. This was a substantial increase over 1912, especially in the value of the output, which advanced more than 6 per cent. The production in 1912 was 6,986,182 short tons, valued at \$11,342,130.

Coal mine owners in Kansas had little of which to complain in 1913. There was no serious trouble with labor, railroad consumption increased somewhat on account of the strike in the Colorado mines, transportation facilities were satisfactory, and the demand for steam coal for manufacturing and domestic fuel was generally well up to the supply.

The only unfavorable incidents were occasional shut-downs at the stripping operations because of high water in the spring and some inconvenience during the drought in the summer and early fall, when boiler water had to be hauled to the mines.

Shooting from solid continues to be practiced in the coal mines of Kansas, although there was a slight improvement in that regard in 1913.

The number of men employed in the coal mines of the state in 1913 was 12,479 and the average production per man was 577 tons for the year. The number of fatal accidents reported to the bureau of mines in 1913 was 28, the same as 1912, but as the number of men employed and the quantity of coal produced were both larger in 1913 than in the preceding year, the death rate was slightly less.

It can readily be seen that with Oklahoma farms producing \$160,000,000; the Oklahoma oil fields producing \$75,000,000 and prospective Indian payments in store amounting to nearly \$6,000,000 more, prosperity is about to descend upon Oklahoma with a vengeance. With \$231,000,000 turned loose in the state from the above three sources alone, Oklahoma is apparently entering upon the most successful year it has ever known. The banks this fall should be teeming with funds, the farmers should be largely out of debt; the prospects for business of all kinds is considerably brighter and if all goes well Oklahomans should have just cause to give thanks upon the last Thursday in November.—Standard-Sentinel.

Port Arthur, Tex., is one of the greatest oil shipping ports in the United States, the principal export being crude and refined petroleum. During the past year or two a fish oil industry has been developed. The catch of fish (menhaden) has been large and during this season 1,600 barrels of fish oil, valued at \$24,000, have been shipped. The refuse, scrap, is used in the manufacture of fertilizer and yields an additional revenue.

Neosho, Mo., is becoming famous as a grape producing region. Mr. R. B. Rudy, who has a 22-acre vineyard about two and one-half miles west of Neosho, has shipped one carload of Moore's Early grapes, containing 6,000 baskets, for which he received net on track 24 cents per basket, or \$1,440.00. Two years ago Mr. Rudy received \$4,200 from his grape crop. A number of farmers have planted vineyards in the past year or two and before long the shipments will become large.

Mr. Oliver Mullies, on the Montgomery farm near Hume, Mo., this year produced 80 bushels of corn to the acre. Former renters only produced from 10 to 12 bushels per acre on the same land. Last year this land was sown to cowpeas, which were plowed under while green and by thorough cultivation, the results above mentioned were obtained.

The Pleasure Pier Company of Port Arthur, Tex., has let a contract for the construction of a bath house. The building will have 104 rooms and a shady veranda from which water sports can be observed. The bath house has been located with a view to secure both shallow water for the use of children and deep water for swimmers.

Mr. Ed Odle, who lives on the Harvey place near Sulphur Springs, has a field of corn equal to any grown on bottom land. This corn crop is grown on a steep, rocky hillside and is estimated to produce 60 to 70 bushels to the acre. Land of this kind has been heretofore used only to produce strawberries and this corn crop produced on the hilly land is a surprise to the old residents.

An estimate of the Ozark apple crop leads to the conclusion that between 3,000 and 4,000 carloads will be shipped this season. Shipments from stations on the K. C. S. Ry., due between Sept. 1 and Sept. 15, will be approximately as follows: Amoret, Mo., 10 carloads; Neosho, Mo., 30; Goodman, Mo., 20; Anderson, Mo., 40; Lanagan, Mo., 25; Gravette, Ark., 30; Decatur, Ark., 50; Siloam Springs, Ark., 50; Westville, Okla., and from stations on K. C. & M. Ry. about 1,000 carloads.

The Farm Review, a Chicago agricultural publication which boasts of a circulation of 2,000,000 copies weekly, prints the following relative to the possibilities of the corn crop in Louisiana. The article was written by a representative of that paper who recently visited the State with a party of agricultural editors.

"The opinion prevails quite generally that the South is not a corn country. It was not a few years ago, but times are changing. Experience has demonstrated that corn can be grown just as successfully and profitably in the South as in the North. The corn crop of Louisiana alone will this year approximate over 100,000,000 bushels. Corn has become Louisiana's leading staple crop in point of acreage devoted to it, quality and value. During the last three years the increase in the corn yield of this Southern State has been over 110 per cent. Cotton and cane no longer reign as undisputed sovereigns among the crops which are producing agricultural wealth in this favored State. Louisiana farmers are studying corn and their boys are studying corn—some 7,000 of them, under the direction of competent and experienced men furnished by the state and nation in co-operation. 100-bushel per acre crops are not infrequent. Many farm lads have done considerably better than this, some even reaching the 150-bushel-per-acre mark. Louisiana corn fields present a revelation to Northern farmers that must be seen to be fully appreciated.

## THE COAL MINING INDUSTRY IN OKLAHOMA.

### Oklahoma Coal in 1913.

Coal was mined in Oklahoma in 1913 to the amount of 4,165,770 short tons, valued at \$8,542,748, both record-breaking totals for the State, according to figures compiled by E. W. Parker of the United States Geological Survey, in co-operation with the Oklahoma Geological Survey.

Oklahoma, more than any other of the coal-producing States in the Mississippi Valley and the Rocky Mountain region, was benefited by the labor troubles in Colorado, as is shown by the increase in production over 1912, amounting to 490,352 tons, or 13.34 per cent. The value of the product increased \$675,417, or 8.6 per cent. The smaller relative gain in value in 1913 was due to the fact that in 1912 prices were somewhat inflated because of the rather abrupt withdrawal of fuel oil from the markets where it had been in competition with Oklahoma coal and to a diminution in the supply of natural gas from the northern part of the Mid-Continent field, particularly in Kansas. The deficiency in the Kansas production of natural gas is being made up, however, by developments in Oklahoma, and the results of these developments and of the fact that the supply of

coal is catching up with the demand on account of the increased production in 1913 is exhibited in the return to lower prices, the average value per ton in 1913 being the same as in 1911.

## THE COMMERCE OF BEAUMONT, TEXAS.

Beaumont's business volume is indicated by the railroad tonnage, in and out-bound, and the following is an estimate of last year's business in carloads: Packing house products, cars in 600, out 360; lumber, in 8,151, out 6,000; hardware, in 475, out 400; automobiles, in 100, out 15; grain, in 3,500, out 2,500; rice, in 2,000, out 1,900; beer, in 310, out 62; furniture, in 200, out 100; logs, in 10,000; handles, out 100; agricultural implements, in 55, out 50; coal, in 350, out 100; groceries, in 1,000, out 750; produce, in 600, out 480; pianos, in 45, out 15; oil well supplies, in 90, out 90; dry goods, in 15; boxes, crates, out 150; cotton seed, in 1,000; cotton seed oil, cakes, etc., out 400; sandstone, in 850, out 600; pig iron, billets, etc., in 100, out 50; petroleum and products, in 11,000, out 3,600; second hand pipe, etc., in 600 cars, out 600 cars; woodworking industries, in 390 cars, out 300 cars. Practically all the out-bound tonnage moves by rail, while about 25 per cent of the in-bound moves via rail and water.

## GOVERNMENT SALE OF TRIBAL INDIAN TIMBER LANDS BY PUBLIC AUCTION Absolute Title Given

The unallotted timber lands, comprising about 968,000 acres, located in Pittsburg, Latimer, LeFlore, Pushmataha and McCurtain Counties, Oklahoma, will be offered for sale at PUBLIC AUCTION at certain minimum prices under the direction of the SECRETARY OF THE INTERIOR upon terms and at times and places as follows:

County	Place of Sale	No. of Tracts	Acreage	Date of Sale
Pittsburg.....	McAlester.	54.....	7,242.....	November 3, 1914.
Latimer.....	Wilburton.	705.....	99,084.....	November 4 and 5, 1914.
LeFlore.....	Poteau.....	2,430.....	345,289.....	November 6 and 7, 1914.
Pushmataha.....	Hugo.....	2,138.....	278,190.....	November 9 and 10, 1914.
McCurtain.....	Hugo.....	1,815.....	238,833.....	November 11 and 12, 1914.

BIDS may be submitted at the time and place of sale either in person or by duly authorized agent with written power of attorney, or by mail indicating minimum and maximum amounts and which

will be considered with the oral bids. If the highest oral bid received is equal to the maximum price stated in any sealed bid the tract will be awarded to the oral bidder. No bids will be considered from persons or their agents who are not in good standing before the Department. Bids forwarded by mail to be addressed to the Commissioner to the Five Civilized Tribes at the town where the same is to take place and should state plainly the number of the tract bid on and the amount bid. Each tract should be bid upon separately and separate draft, certified check or money order for 25 per cent of each bid must be enclosed, payable to George N. Wise, Disbursing Agent. All bids accepted will be subject to the approval of the Secretary of the Interior and immediately after such approval a certificate of purchase will be issued entitling the purchaser to immediate possession. No bids will be considered for any part of a tract or for timber or land only, nor for less than the minimum price. The right to waive technical defects in the advertisement and bids and to reject any and all bids is reserved.

**CHARACTER AND LOCATION.** These lands are situated in the south-eastern portion of Oklahoma and are covered with timber containing approximately 833,688,000 feet of pine and 105,743,000 feet of hardwood timber. There are about 661 tracts containing 58,362 acres, scattered through this area classified and indicated on descriptive lists as suitable for agricultural purposes after removal of timber and which vary from 5 to 160 acres in each tract. The remainder, consisting of approximately 910,278 acres, are considered non-agricultural, a considerable portion of which is suitable for grazing purposes. The amount of pine timber as stated includes all timber measuring eleven inches or over on the stump as reported by examiners in 1911. The hardwood figures are based on a conservative estimate made at the same time.

**PRICES.** The minimum price of the lands classified as agricultural ranges from \$2.00 to \$3.00 per acre according to location, all other lands from \$1.00 to \$1.50 per acre; in addition thereto the pine timber located thereon from \$1.50 to \$2.50 per M feet and hardwood from 75c to \$1.00 per M feet. **LAND AND TIMBER WILL BE SOLD TOGETHER** and in tracts not exceeding one-quarter section containing 160 acres more or less.

**TERMS.** 25 per cent in cash, balance in three equal annual installments of 25 per cent each with interest at 6 per cent per annum from date of sale. Full payment may be made at any time, after which deeds will be promptly issued. All payments to be made in currency, bank draft or certified check payable to George N. Wise, Disbursing Agent.

**RESTRICTIONS.** One person can purchase 160 acres of lands classified and indicated as agricultural, including agricultural land purchased at any previous sale of unallotted lands of the

Choctaw and Chickasaw Nations, but can purchase any desired number of acres of other lands without reference to previous purchase.

**MINING AND TIMBER PRIVILEGES.** No drilling or mining for minerals thereon shall be done, nor shall the timber be cut and removed from any of said land exceeding 75 per cent of the advance payment previously made until the full purchase price is paid. All cutting of timber prior to complete payment will be conducted under Government supervision.

**RESIDENCE** on land not required. **PROSPECTIVE BIDDERS SHOULD PERSONALLY OR BY AGENT INSPECT LANDS AND TIMBER BEFORE SUBMITTING BIDS. NO GUARANTY IS MADE AS TO CHARACTER OF LAND.** Houses and other improvements made prior to August 1, 1913, not including fencing and tillage, will be sold with the land for cash and the owners thereof reimbursed 95 per cent of the amount received for same where they are not the successful bidders. If owners are successful bidders they will be required to pay in cash 5 per cent of the value of such improvements to cover cost of appraisalment.

**DESCRIPTIVE LISTS.** Separate lists of lands located in each of the counties of LeFlore, Pushmataha and McCurtain, also one list of land in Latimer and Pittsburg Counties combined, showing the tract number, the legal description by subdivisions and area of land in each tract, indicating which are classed as agricultural, with the estimated quantity of pine and hardwood timber and the minimum price of land and timber, will be furnished without cost. Persons making application should **SPECIFY THE COUNTY OR COUNTIES DESIRED.**

**MAPS.** Separate blue print maps of LeFlore, Pushmataha and McCurtain Counties and one of the counties of Latimer and Pittsburg combined, showing the location of the various tracts and their accessibility to railroads and principal towns, will be furnished upon the payment of fifty cents for each map or \$2.00 for group of four maps in the form of draft or money order payable to George N. Wise, Disbursing Agent.

An outline map of these lands showing the location and area in each county, together with the approximate location of principal adjoining towns and railroads is enclosed.

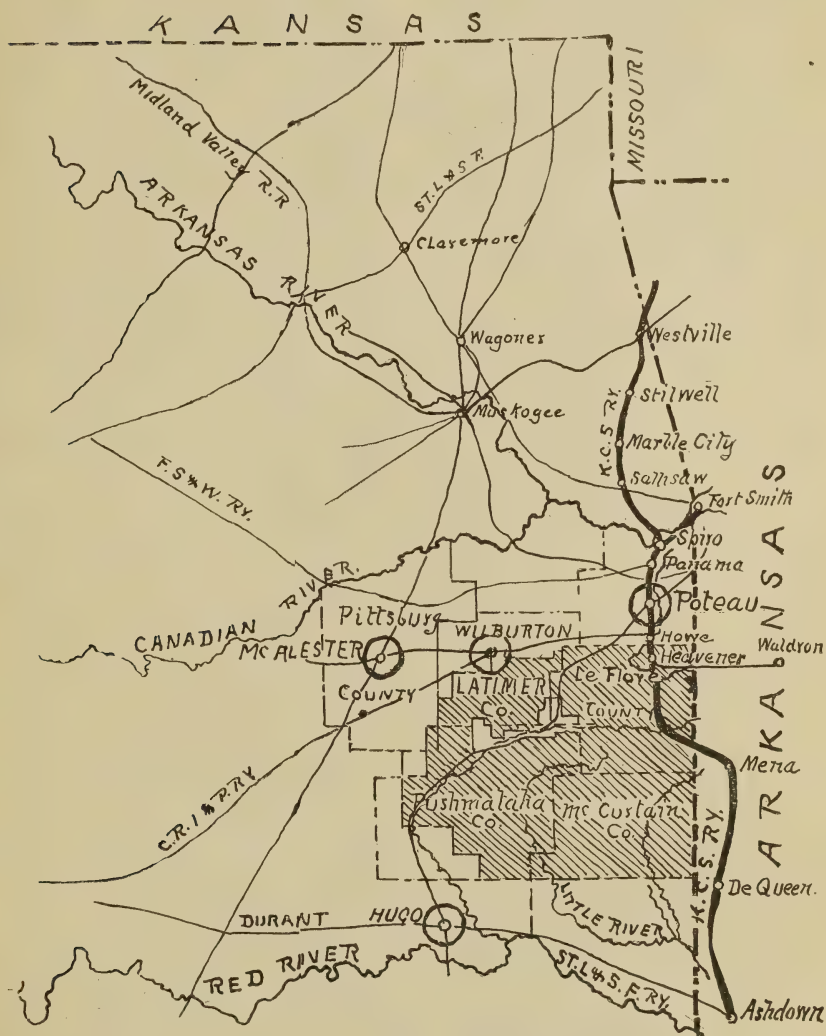
**FOR FURTHER INFORMATION** or for maps and descriptive lists apply to the undersigned or to the local field offices of the Indian Service at McAlester, Poteau, Hugo or Idabel, Oklahoma.

Muskogee, Oklahoma,  
June 22, 1914.

J. GEORGE WRIGHT,  
Commissioner to the Five Civilized Tribes.

# MAP OF TIMBER LANDS IN EASTERN OKLAHOMA

SHOWING LOCATION, COUNTIES  
AND RAILROADS.



T E X A S.

Timber Lands

Places of Sale

## Railway Economics

### CAPITALIZATION OF THE RAILWAYS OF THE WORLD.

The Bureau of Railway News and Statistics has issued the following:

"Although United States railways in 1912 comprised more than one-third the total mileage of the earth, their capital represented but little more than one-fourth of the entire investment in the world's railways. Average capital per mile of United States railways, in other words, was only slightly over three-quarters the average per mile of the entire world.

"How moderate capitalization of our railways is in comparison with most foreign countries is shown strikingly in the yearly figures of the Royal Prussian Department of Public Works.

During the year 1912, according to these figures, approximately \$1,745,000,000 was added to the world's investment in railways, or an average of \$119,455 for every mile added to the total mileage during the year. This brought the aggregate capital of the world's railways at the end of 1912 to the gigantic sum of \$58,695,209,664. 'To give an idea of this sum,' says the German commentator, 'it may be remarked that a pile of 20-mark pieces (\$4.76) equaling this amount would have a height of 11,468 miles and that to carry this sum, likewise in 20-mark pieces, about 9,860 freight cars, each with a capacity of 10,000 lb. (11 tons), would be required.'

"For the United States, however, capital in 1911 is placed at \$19,200,000,000, or \$78,722 per mile. This is the erroneous gross capital which includes all duplications due to intercorporate ownership and disregards the Interstate Commerce Commission's figures of \$15,000,000,000, or \$63,944 per mile, as the correct capital of United States railways. Making this correction, total world capital is \$54,502,553,664, or \$81,284 per mile, against \$63,944 in the United States.

"This places the United States eighteenth in the list of countries in order of capital per mile, though by a margin of more than 200,000 miles first in point of mileage. The countries which exceed the United States in capital per mile are, in order:

1. England.	\$269,496
2. Belgium.	189,023
3. France.	143,435
4. Brazil.	142,080
5. Italy.	124,116
6. Austria.	120,311
7. Switzerland.	117,953
8. Germany.	116,661
9. Roumania.	88,937
10. Spain.	88,368
11. Japan.	84,301
12. Russia.	83,496
13. Holland.	82,796
14. Servia.	73,373
15. Hungary.	69,084
16. New South Wales.	65,989
17. Algiers.	64,019
18. United States.	63,944

"Some of these countries of higher capital have narrow gauge railways, while many others offer service and equipment which would not be tolerated in the United States. Only the following countries, continuing the order, are below our own railways in capital per mile, most of them being countries of very poor railway facilities, while for some the latest figures represent capital from 5 to 10 years ago:

19. Sumatra.	\$60,885
20. Denmark.	59,683
21. Victoria.	58,588
22. Argentina.	56,821
23. Uruguay.	52,921
24. Chile.	52,480
25. New Zealand.	52,206
26. Sweden.	51,386
27. Canada.	50,952
28. South Africa.	50,380
29. Gold Coast.	49,152
30. Bulgaria.	45,651
31. East India.	45,089
32. Norway.	43,256
33. Cuba.	42,624
34. Tasmania.	42,239
35. South Australia.	39,923
36. Siam.	38,681
37. Finland.	36,864
38. Lagos.	33,732
39. Queensland.	32,600
40. West Australia.	25,599
41. Sierra Leone.	20,582

"Europe retains by a large margin the leadership for the state-owned railways, 113,699 miles being under government ownership against 98,952 under private. North and South America have only 22,237 miles of state owned roads, against 321,406 of private. Australia has the largest proportion under government ownership, 18,970 miles out of 21,578, while in Asia 43,840 out of 66,534 and in Africa 15,835 out of 26,491 are state-owned. For the world, private companies own 456,416 miles, or 68 per cent of the total; governments 214,581 miles, or 32 per cent of the total."

## RAILWAY REVENUES AND EXPENSES FOR 1914.

The Bureau of Railway News and Statistics, Chicago, has issued a bulletin giving the railway revenues and expenses of the railways in the United States for the fiscal year ending June 30, 1914, as computed from the monthly reports of the Interstate Commerce Commission, with the figures for June estimated from incomplete reports. The bulletin shows total operating revenues of \$3,091,669,713, a decrease of \$79,776,279, as compared with 1913, operating expenses as \$2,236,182,518, an increase of \$35,191,237, and net operating income as \$712,133,126, a decrease of \$130,276,210. The ratio of operating expenses to total operating revenues for the year was 72.33 per cent, as compared with 69.4 per cent in 1913. This operating ratio is the highest in the history of American railways. The bulletin says that not within a decade has the net income of the railways in the United States been as low per mile of line as for this year, and that when it is considered that a mile of railway in the United States represented a net investment of \$64,000 in 1914, against only \$52,000 in 1904, the true significance of the shrinkage in net income per mile of line becomes startlingly apparent. The difference of \$12,000 per mile represents the additional investment of over \$3,000,000,000, with no increase in revenue per mile to take care of it. While the total operating revenues were greater both absolutely and per mile of line than in any year since 1907, except 1913, operating expenses were greater than for any previous year, although \$9 less per mile of line than for 1913. The net operating income per mile of line was \$2,812, as compared with \$3,384 in 1913, and \$3,342 in 1907. The ratio of net operating income to total operating revenues was 23.03 per cent. The operating ratio for the last half of the year is given as 75.7 per cent. Of the \$79,000,000 lost in gross revenues, over \$75,000,000 was in freight traffic, while the earnings in passenger traffic show an increase of about \$59,000.

### THAT FUTILE VALUATION.

That the government scheme for physical valuation of the railroads is an unwarranted piece of extravagance is indicated by the reports on the preliminary work. Both the government and the railroads are being put to heavy expense, and the assumption that rates will be based on the figures obtained is flatly contradicted by Mr. Prouty, who was transferred from the Interstate Com-

merce Commission to supervise the valuations.

Mr. Prouty in a recent address has frankly conceded that rates are governed largely by other factors; that the actual cost of the property does not fix the price of service. It is also pointed out that when the valuation is completed it will be worthless because the figures will be several years old. But it will be most expensive; both the government and the railroads are in agreement on this point, and in what way it will benefit the public has not been explained.

Already it appears that the first estimate of about \$12,000,000 is too low. The government now is talking about spending \$20,000,000, and the probable cost to the railroads is about \$50,000,000. Thus the proposition is to waste \$70,000,000 at a time when the need of money for permanent and useful improvements is pressing.

### FREIGHT RATE INCREASE IS GRANTED TO THE EASTERN RAILROADS THROUGH A DECISION BY THE INTERSTATE COMMERCE COMMISSION.

The order of the interstate commerce commission on application of the railroads in official classification territory for permission to make an average increase of 5 per cent in their freight rates, making certain increases that will swell the freight revenues of the Eastern carriers about \$16,000,000 annually, will be a decided boon, it is contended, and will serve to overcome the actual increases in operating expenses in the last few years.

An increase will be allowed, says the New York Times, in the class rates between Buffalo and Pittsburgh and between Chicago and St. Louis that will more nearly approach the full 5 per cent asked for than the increases allowed on class rates in any other railroad territory. The increase in class rates, it is understood, will not apply to New England and territory east of the Hudson river.

### Forty Million More Revenue.

In 1913 the freight revenues of the Eastern railroads involved in the effort to obtain an advance in rates were \$998,250,788. An average of 5 per cent of this revenue would be \$49,912,539, which is a little more than three times the amount of revenues that the interstate commerce commission estimates will be produced by the increased rates granted by its decision. But the commission contends that if the railroads abolish free service and make other economies that the commission will suggest there will

be an additional saving of about \$25,000,000. This amount, added to the amount derived from the actual increases, would swell the revenues by more than \$40,000,000, or something like \$9,000,000 or \$10,000,000 less than the railroads asked for.

The first evidence submitted by the Eastern railroads in their application was an exhibit showing that in the three years preceding their operating expenses had increased faster than their gross earnings and that net earnings had returned nothing on the capital invested in those three years. The net operating income, the railroads contended, and backed up the statement by the figures, actually decreased \$14,000,000. The commission may have had this amount of loss in mind in granting rate advances that, according to the commission's estimate, will give the railroads an increase of about \$16,000,000.

#### Shown \$14,000,000 Decrease.

The application for rate increases involves forty-nine railroads owning 53,670 miles of railway with a total of 116,233 miles of track. From 1910 to 1913 their gross earnings increased \$186,000,000. In the same period their operating expenses and taxes increased \$201,000,000. There was an increase in tax payments alone from \$42,000,000 in 1910 to \$54,490,000 in 1913.

In a statement made by the railroads in presenting their case it was said, after noting that the net operating income actually decreased \$14,000,000, that "even had these companies made no increase in capital expenditure in the period they would still have been worse off in 1910 by over \$14,000,000."

It was asserted by the railroads that in the three years the actual property investment—that is, the cost of railroad and equipment—increased by almost \$660,000,000.

The total capital obligations of the forty-nine companies in official classification territory at the time the case was presented to the commission was \$6,389,000,000, of which \$3,829,000,000 was funded debt and the remainder capital stock. In 1913 the forty-nine Eastern companies earned \$1,424,000,000 gross. Their net earnings after deducting expenses and taxes were \$347,000,000. Their income after payment of interest on the funded indebtedness was \$206,000,000. Out of this income the companies declared dividends of 5.10 per cent on the capital outstanding, amounting to \$130,000,000, which was \$19,000,000 less than the dividends paid out in 1912, and \$7,000,000 less than the dividends in 1910.

\* \* \* I hold no brief for the railroads; I am not speaking for myself, as I hold no railroad stocks, and don't wish to hold any under present conditions. Neither am I speaking for those who do hold railroad stocks. I am speaking for idle men, speaking in the interest of better business, speaking for a square deal for the railroads, for safe railroads, sound railroads.

For the government to stand back of railway labor, morally sustaining it in its demands for shorter hours and better wages, as the government has done, at the same time denying railroads the right to increase their incomes sufficiently to meet the increased cost of operation is of the nature of confiscation, and no honest citizen of this country believes in any such thing or would himself, with full realization of the facts, be a party to it.

Let us have peace. Let this bitterness against the railroads cease. There is nothing in all this warfare for you or for me. Give the railroads a chance to prosper and we prosper with them; starve them and we starve with them \* \* \*

—Extracts from Munsey's Magazine Editorial, "Starve the Railroads and We Starve Ourselves."

#### AN APPEAL FOR RELIEF FOR THE RAILWAYS.

J. S. Bache & Co., members of the New York Stock Exchange, have sent a letter to 32,000 bankers in the United States urging them to take steps in the direction of securing an immediate and substantial advance in railway rates as a means of strengthening the business position of the nation. Their letter is as follows:

"Owing to the great European war, our financial situation is under an emergency pressure, because threatened by the unloading of railroad securities held by Europe.

"Our securities are in disfavor because of low railroad earnings.

"They should at once be made attractive to capital all over the world.

"This cannot be done unless our railroad securities are given a safe margin of earnings. The value of all other securities depends upon the success of the railroads.

"The railroads have proved and the Interstate Commerce Commission has admitted the necessity of enlarged revenues, but the rate decision grants only a meager and insufficient pittance—not more than enough to increase earnings one-eighth of 1 per cent on the total capital of the eastern railroads which made the application.

"This small advance will have no effect in restoring and establishing the confidence of the large investors here and the holders of our securities abroad.

"These securities will be sent over as soon as possible to do so, to draw our gold or its equivalent, and they will not be taken up freely by our own large investors because they have not sufficient confidence in the success of the railroads under the present scale of low freights.

"Rates need to be advanced materially in order to give such a margin of earnings that railroad securities will be sought.

"Further than that, the credit system of the world has been upset. We have lost Europe as our bankers. We not only cannot hope to place new securities in Europe, we are compelled to take back vast quantities of existing securities which for many years Europe has been absorbing. Every year our railroad systems have to spend enormous sums to increase and extend their transportation facilities to meet the growing demands of American commerce. Where are the railroads to obtain the money with which to make the needed additions and improvements? They cannot turn to Europe; American investors are not attracted under present conditions; they will have to look to their earnings until the confidence of investors is restored.

"Needed raises will start all the business of the country towards a prosperous level, because of the confident buying of railroad securities which will then take place, and because of the heavy purchases which the railroads will then be able to make, but cannot make now because of lack of funds and credit.

"This is now a national question and relief should be given to the railroads immediately, in view of the emergency necessity.

"We, therefore, earnestly suggest that you bring this matter at once to the attention of your representatives in Congress, and if you agree with us, urge them to favor the passing of a joint and concurrent resolution of the House and Senate directed to the Interstate Commerce Commission, requesting it, because of the emergency situation with reference to railroad securities, to review and revise the decision in the recent application of the eastern railroads, and in their discretion and in view of the great and extraordinary necessity for this action, to promptly grant further and adequate advances to all the railroads.

"No financial move could be more beneficial now than to make our securities so attractive that the funds of the investing

world would be irresistibly drawn to this country.

"This would be accomplished if the railroads were given full and ample earning power. It would stimulate the whole industrial structure and enhance the values of all other securities.

"Will you give this matter your earnest attention and will you kindly let us know if you agree and will act?

"If you approve, please ask some of your larger shippers also to write or telegraph to Washington."—*Railway Age Gazette*.

#### GOVERNMENT OWNERSHIP.

Judge C. A. Prouty, in charge of the physical valuation of railroads by the Government, declared in an address before the Traffic Club at Baltimore that forces are at work that will make Government ownership a big political issue in the near future.

"I am not forecasting or trying to influence the decision of the rate question," said Judge Prouty. "But I say most positively there are forces at work which will make Government ownership a big political issue in a short time. If Government ownership comes it will be because the railroads have not given satisfactory service. They cannot give satisfactory service without the necessary money.

"Take for argument's sake the valuation of the railroads at \$20,000,000,000. The roads declare they should be allowed to earn 8 per cent on their investment. Most people believe 6 per cent sufficient. That makes a difference of \$400,000,000 the country will have to give railroads controlled by private interest. Will the country be willing to pay?

"The thing for the railroads to do is to create public sentiment in their favor. The fair thing for the public to do is to meet the railroads half way."

#### THOSE WHO SUFFER!

Who suffers from adversity and business depression? Not the demagogue, not members of Congress receiving \$7,500 a year, not the members of the Interstate Commerce Commission receiving \$10,000 a year. The man who suffers is the man with the dinner pail, the keeper of the little store, the proprietor of the small factory and small shop. The suffering is not confined to the great industries and the big railroad systems. If it were, things might be different.

The wealthy and prosperous can go through a panic submitting to some hard-

ship but without great suffering. The masses of the people, including those in clerical positions—as well as those in the shops and factories—are largely dependent upon the proceeds of their daily toil. When their pay envelopes cease or shrink, they suffer. If they have been thrifty, they must draw upon their little savings to meet the emergency. These constitute the rank and file of the American people. These have the casting vote at the polls. These are the great majority on which the political parties must depend for success.

It is not the labor vote, the farmer vote, or the business man's vote, but the vote of the great every-day, working, struggling, earnest masses that dominates. Let not the politicians who are humiliating themselves in the dust to catch the vote of this or that class, or the favor of this or the other nationality, forget that between the submerged one-tenth and the aristocratic upper one-tenth, stand eight-tenths of the people who do the thinking, the working and the voting.

And they will all be at the polls on Nov. 3rd.—Leslies' Weekly, July 2, 1914.

#### THE UNITED STATES: A NATION.

The decision of the United States Supreme Court in the Shreveport Rate Case is an epoch-making event in the history of our country. The Texas State Railway Commission has attempted to fix railroad rates within that State so as to advantage the merchants of Dallas and Houston in their competition with the wholesalers of Shreveport and other Louisiana cities. An opinion by the Interstate Commerce Commission, written by Franklin K. Lane (now Secretary of the Interior), declared against this policy two years ago, and Mr. Lane's position is now sustained by the Supreme Court in a verdict written by Justice Hughes. This decision does much more than merely to check an attempt at local protective favoritism, or bounty, by means of freight rates. It strongly vindicates the national authority over the great national service of transportation, and the inference is plain that for the future our railroads must be regarded as serving the national welfare rather than the specific interests of separate communities. The way is thus cleared for the development of a great national railroad policy on a scale to fit the United States. The railroads can go ahead and do the work relieved, to a very great extent, from the intolerable burden of conflicting regulation. The revised rate structure will be built upon one foundation, not

on forty-odd. The communities that want to foster home industry can do so by the straightforward subsidy method instead of the old party method of misusing the law. The State commissions will find their true field of usefulness in working out the local requirements of service and safety in harmony with national policy. The Supreme Court decision marks the beginning of the new era in regulating American railroading.

#### THE RAILWAYS OF ARGENTINA.

The total mileage of the railways of the Argentine Republic at the end of the year 1913 was 21,908, an increase over 1912 of 569 miles. According to the 1913 statistics, the capital invested in the railroads of the country was \$1,168,108,695. The number of passengers carried was 80,279,940, an increase of 7,067,856 over 1912, and the amount of freight transported was 43,038,082 tons, an increase of 4,168,278 tons over 1912. The receipts and expenses in 1913 were \$137,255,165 and \$86,289,835 respectively.

#### BRAZILIAN RAILWAY DEVELOPMENT.

A recent statement by Senhor Hermes da Fonseca, the president of Brazil, says that the railway system of Brazil was increased in 1913 by 1,431 miles, bringing the total up to 15,280 miles. Of this total 2,188 miles are operated by the federal government, 5,728 miles are leased by it to individuals, 3,454 miles have been "conceded" by the federal government to private enterprise, and there are 3,903 miles which have been conceded by the different states.

#### FINANCIAL RETURNS OF THE HUNGARIAN RAILWAYS.

The returns for the Hungarian railways the first 10 months of 1913, show that during that period the gross receipts were \$94,841,600, against \$92,321,852 for the corresponding period of the preceding year. Passengers carried in 1913 numbered 147,020,000, as compared with 141,162,361 in 1912. During the 10-months' period of 1913, 59,790,000 tons of freight were carried. The total gross receipts of the railways for 1913 are estimated at \$112,665,000. This is an increase of about 1½ per cent, but the increase in normal years is usually from 3 to 4 per cent. During the year the railways expended \$29,435,000 for the construction of new trackage and switches, stations, rolling stock, etc. There were 222 miles of new line built, making a total of 13,080 miles.

## RAILROAD COMMISSIONER'S VIEWS.

Mr. Charles A. Prouty, until recently a member of the interstate commerce commission, and now representing said commission in charge of the valuation of railroads, in an address before the Chamber of Commerce at Cleveland, Ohio, on January 20, 1914, gave advice and made suggestions that ought to be heeded by every law maker in the land. Mr. Prouty has done more, perhaps, than any other one man to enforce the laws regulating railroads, and can not in any sense of the word be considered as a "tool of corporations." Nevertheless, he is a man of brains and wide experience, and knows as well, if not better, than any other living man what should be done with the railroads. Mr. Prouty, in discussing railroad regulation, said:

"Under private ownership we must allow a fair return for private initiative. But where is the room for private initiative in the face of too much regulation? As a matter of both policy and expediency, we must leave as much freedom of action to the railroads and their managers as possible.

"It is difficult to answer where regulations should stop. As a partial answer to the question, let me suggest that the best way to regulate is by commission. The duty of the public to the railroads is to choose honest, intelligent, fair-minded commissioners. What harasses the railroads today more than anything else is the cloud of special legislation hostile and unfair, of every conceivable kind of laws.

"Legislators can not deal intelligently with railroad operation, and in no other country do they do it. Canada's railroad commission regulates the railroads, yet with very little interference with the freedom of the railroads. The acts of England's parliament are based entirely upon the recommendations of the railroad commission. Governor Hughes of New York, after establishing the public utilities commission, vetoed the two-cent fare law, and he was right in doing so.

"The public should make no requirements of a railroad that are not absolutely necessary. It should demand no outlay of money that is not necessary. The people have labored under the delusion that they could ladle money out of a railroad treasury in any amounts. This is a fallacious idea. You can not take out of a railroad treasury something that you have not put into it. This fact has not yet been brought home to the average man. The process of taking money out of a railroad's surplus can not continue.

"If the present conditions are to continue, the time must come when rates will have to be increased. Every dollar of the expense laid upon the railroads is paid by the public. The duty of the public is to co-operate with the railroads in this process of regulation. The prevalent feeling that regulation should be hostile is wrong. In the early days of the Interstate Commerce Commission, there was a feeling of hostility between the railroads and the commissioners. We have had to demonstrate that the government was bigger than the railroads, and I believe it is admitted that we have demonstrated that. Today the railroad managers take just regulation in good faith."—Austin Tribune, 1914.

Railroads of the United States did more business, built more new lines and operated more efficiently in 1913 than in 1912. And yet their securities shrunk 5% in market value. Statistics show that while the average high price of 20 leading railway stocks in 1912 was 124.35, in 1913 it was only 118.10, which means that five cents were nicked out of every dollar of the railroad investor's money. Naturally, he was not pleased. Naturally, he is looking around for better fields of investment—and the railroads will have to look pretty hard to find markets for their securities. The reason for the situation? Nothing more or less than lack of faith in the railroads' ability to cope with conditions created by steadily rising costs of construction, equipment and operation and constant or even lower income. There is only one remedy and that is to allow the railways to charge rates that will cover cost of operation, permit a fair return on money invested and provide for a surplus to take care of extension as well as intensive improvements. The regulatory commissions are the doctors.

Certain it is that the magnitude of railroad operations in the United States warrants the most careful consideration of the proposition for government ownership and control of the railroads. Under government ownership it is hardly possible we could expect the quick responsiveness to traffic requirements that exists under competitive conditions, nor the ultimate efficiency and economy which are the prime incentives under private ownership.—B. A. Worthington

The engravings used in "Current Events" are made by the Teachenor-Bartberger Engraving Company of Kansas City, Mo.

## EFFICIENCY (?)

Though Uncle Sam is by no means generous in his payments to the railways for handling the mails and the parcels, he is far from stingy with some of the contractors who operate star routes. This is strikingly illustrated by an incident of which the *Railway Age-Gazette* has just learned the details. A certain contractor has the mail route between Holbrook and Snowflake, Ariz. Recently this representative of the government bought 10,000 pounds of barley at Mesa, Ariz., on the Arizona Eastern, and shipped it by parcel post via Holbrook to Snowflake. The barley cost him 95 cents per 100 pounds at Mesa. The postage on it from Mesa to Snowflake was \$1.08 per 100 pounds. For transporting the barley via parcel post from Holbrook to Snowflake the contractor received from Uncle Sam \$2.25 per 100 pounds, or 22 cents per 100 pounds more than the cost of the barley plus the postage on it to Snowflake. In other words, in effect Uncle Sam made this enterprising mail contractor a present of the barley and also of the transportation of it, and, in addition, gave him 22 cents for accepting his uncle's beneficence. His 10,000 pounds of barley laid down at Snowflake cost him just \$22.00 less than nothing. The person who furnished the foregoing information added, "This fellow seems to have a good business head on him and no doubt will go into the business of retailing barley at Snowflake quite heavily. He is said to be figuring also on shipping baled hay in 50-pound packages by parcel post." The distance by rail, Mesa to Holbrook, is 340 miles; Holbrook to Snowflake 30 miles. Which means that the contractor got 22 cents per 100 pounds more than the cost of the barley, plus the postage on it, for hauling it 30 miles out of a total haul of 370 miles, the railway furnishing the other 340 miles of the transportation! We concur in the opinion that "this fellow seems to have a good business head on him." But how about the heads of the statesmen and postoffice department officers who have made this extraordinary transaction possible? Meantime, government officers will continue to send out from Washington long lectures on the inefficient and wasteful way in which the railways of the United States are managed!—*Railway Age-Gazette*.

## ABUSE OF THE PARCEL POST.

As an incident of the European war, and the upheaval in the American money market, fifty-seven tons of gold was sent by parcel post from the mint in Philadelphia to the sub-treasury in New York. This

trick of the government to get railroad transportation for nothing is not new, for ten carloads of gold were sent by registered mail, several years ago, from San Francisco to New York. A railroad president who was accused of padding the mails, during the weighing period, on his small road in Iowa, a few years ago, was indicted in court as a criminal and, we believe, was punished; but it is difficult to see any great difference between his act and this one of the government. Sending big bags of gold by parcel post is legal, apparently; and so was the sending of tons of grain last year in Colorado, and of fruit in New Mexico; but everybody must admit that it is glaringly illegitimate. A postmaster in West Virginia has gone these fellows one better; it is related that he sent four barrels of flour by parcel post and thereby raised his office from fourth class to third, and secured an increase in his annual salary! These incidents, small in themselves, all combine to reinforce the demand that Congress take hold of the mail-pay question and settle it on a rational basis. The petty policies of the postoffice department are highly discreditable.

## SAY "AMEN" TO THIS.

Walter M. Van Riper, who has made a study of legislation affecting railroads and public corporations, tells this: At a time when the legislature of one of the new states was passing a big batch of bills, affecting railroads, a young man called on President Wilde of the University of Arizona and asked him if a course of instruction in the railroad business could be had in the university. The president said perhaps it could be arranged, and the young man then asked how long it would take and how much it would cost. "That depends on how much you want to learn," President Wilde told him. "If you want to learn as much as a division superintendent knows, it will take ten years and cost you \$10,000. If you want to know as much about the railroad business as the legislature knows, it will take you fifteen minutes and cost you seventy-five cents."—Bunkie Record.

While the railways of the United States may have mistakes to answer for, they have created the most effective, useful, and by far the cheapest system of land transportation in the world. This has been accomplished with very little legislative aid and against an immense volume of opposition and interference growing out of ignorance and misunderstanding. It is not

an exaggeration to say that in the past history of this country the railway, next after the Christian religion and the public school, has been the largest single contributing factor to the welfare and happiness of the people.—James J. Hill.

### RAILROAD EARNINGS.

From the Philadelphia Record.

The latest statement of railroad earnings is not particularly encouraging to persons who realize the importance of having the most efficient railroad service possible, and of financing improvements and extensions liberally, so that the transportation systems may not only keep up with the expansion of business, but lead it.

In June the loss in gross earnings, as compared with a year ago, was over \$10,000,000. More than \$6,000,000 of this was met by cutting down operating expenses, and something over \$4,000,000 was the loss in net earnings. Our railroads have got to be financed entirely at home for several years. Whatever the results of the war may be, it is likely to be a long time before Europe will have any money to lend for the development of the railroads of the United States. But capital is the same here and abroad; it is not eager to go into a business that is running behind and shows a disposition to cultivate a deficit.

For the past three months the loss in gross earnings has been \$44,921,186. This has been met by economies, the reduction of operating expenses, to the extent of \$24,380,163, and there is a shrinkage of \$20,541,023 in net earnings. The situation of the railroads would have been critical if they had not been able to reduce their operating expenses heavily.

But does the community realize what the reduction of operating expenses means? It means that the railroad companies are buying few locomotives, and the Baldwin works are running with less than half of their maximum force. It means that they are buying few cars, and the car shops lack means of keeping men employed. It means that they are buying as little steel of any sort as possible, and that that trade, while better than it was early in the spring, is still dull, and working very much short of capacity.

What does it profit the country to save 5 or even 10 per cent in freight charges and have the railway companies laying off trains, discharging men, buying just as little as possible and finding increasing difficulty in raising new capital? We have

long had the lowest freight rates in the world, and we should still have the lowest if the interstate commerce commission had treated the carriers with liberality, greater liberality than they ventured to ask for. The dullness of business in the country for the past ten months has been due to many causes, some of which are not peculiar to this country; but one of the greatest of them is the decrease of railroad earnings.—Kansas City Journal, Sept. 1, 1914.

### INCOME TAX AND RAILROADS.

"In the provision of the income tax law calling for collection of the tax at the source," says a dispatch from New York, "the railroad companies, as well as other corporations, will be obliged to pay into the federal treasury an amount equal to 1 per cent of the interest payments on their bonds and other indebtedness.

"The total bonded debt of the railroads at the present time is, approximately, \$10,000,000,000. At an average interest rate of 4½ per cent on the par value, the interest payments annually amount to \$450,000,000. The normal tax of 1 per cent on these interest payments will be \$4,500,000. This will be payable by the railroad companies without recovery, except where interest payments are made on bonds that do not include exemption to the holder from payment of tax on the income, and where interest payments are made to corporations and to aliens.

"The corporation tax law of 1909, providing payment, by practically all corporations, of 1 per cent of their net profits above fixed charges, has been largely the equivalent of the new income tax law and is superseded by the new law. The new tax, however, will increase the aggregate payments by the railroad companies, inasmuch as the individual company, in computing net profits under the new law, may deduct for fixed charges a sum that is equivalent only to interest on bonds outstanding equal in amount to its issue of capital stock. Many of the railroads have a larger amount of bonded debt than capital stock, the total amount of railroad bonds in excess of railroad capital stock being about \$2,000,000,000.

"Thus there will, in the workings of the new income tax, be additional deductions from profits of the railroads, making a burden not large in itself but adding to the accumulation of handicaps imposed during the last five or six years."

## K. C. S. RAILWAY Employes' Supplement Number 11

F. E. ROESLER, Editor

JULY 25, 1814. THEN AND NOW.

One hundred years ago today the first locomotive in the world to successfully haul a load of freight upon rails made its maiden trip. Invented by George Stephenson, the "Father of Locomotives," it made its first run at Killingworth colliery in England. It had so many rods and cranks strapped to its boiler that it had the appearance of a huge grasshopper. It weighed about six tons. A pair of "walkingbeams," resembling those of a modern side-wheel-steamer, turned the four wheels. There being no cab, the engineers had to stand while the engine was in operation. It pulled eight loaded cars, which aggregated a weight of thirty tons, up a track that had a grade of one foot in an eighth of a mile. The test was a "grand" success, the engine running about six miles an hour. The first locomotive to draw a train of cars in the United States made its experimental trip in the Lackawanna coal district fifteen years later. This locomotive, also, was the product of Stephenson. It was called the Stourbridge Lion, after the place of its manufacture in England. Its American engineer, Horatio Allen, ran the engine over a track of hemlock rails for a preliminary test. Then he invited any gentlemen in the gathering of spectators to accompany him. His invitation was not only refused but he was urged to give up his foolhardy ambition. Laughing at his advisers, he pulled the throttle wide and "dashed" away at ten miles an hour.

Today over 65,000 locomotives are in motion over the 250,000 miles of

trackage in the United States. They consume about 150,000,000 tons of coal and carry over a billion passengers and 1,800,000,000 tons of freight annually. After adopting the English-born child of civilization, the United States took the lead in its development and application until today it stands as the world's greatest manufacturer of locomotives. Besides making enough to meet the domestic demand, the American manufacturers are shipping locomotives abroad at the rate of a dozen a week. They are thundering through the mountains of South America and over the plains and valleys of Africa; they are disturbing the calm of the Orient; and are dashing from one end of Europe to the other; they have invaded the land of the locomotive's birth, England, and are in use upon its principal railways. Like the steamship, the locomotive is growing larger and more powerful every year. The largest reported to be in use today is a huge compound engine which measures 120 feet over all and weighs 850,000 pounds. It is an oil-burner and carries 4,000 gallons of oil and 12,000 gallons of water. It cost \$43,830 to build. These giants have reached a point where one locomotive is so long that it is hinged in the middle with a flexible joint so that it can turn a curve without upsetting. Thus the locomotive has become the modern "Atlas that carries the burden of the world's trade and population across the continents."



MATTHIAS SPLITLOG DRIVING THE SILVER SPIKE IN THE KANSAS CITY, FT. SMITH & SOUTHERN RAILROAD, AUGUST 22, 1887.  
(Engraved by "Frank Leslie's Illustrated Newspaper" from a Photograph by H. C. Sittler of Neosho.)

## Early Days of the Kansas City Southern Railway

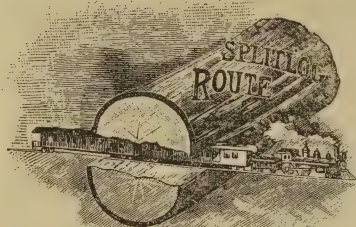
Very few great enterprises have been undertaken which have not been accompanied with high hopes and ambitions followed by great disappointments, before they became successful ventures. "The fine laid plans o' mice and men gang aft a'glee," says Bobbie Burns, and most of the older generation of railroad promoters and builders will agree that Bobbie Burns was a good prophet.

The line now operated by the Kansas City Southern Railway Company is the culmination of a number of railroad ventures, most of them disastrous to the original organizers and builders. Beginning at Kansas City and going southward, there had been built by the Kansas City, Nevada & Fort Smith Railway Company a line from Kansas City to Hume, Mo., finished about 1890 and having a length of about eighty-one miles. In 1887 the promoters were busy at Neosho, Mo., and the New Orleans, Natchez & Fort Scott Railroad, the Memphis, Kansas & Western, and the Kansas City, Fort Smith & Southern Railroad Companies were organized. Of these the last named, commonly known as the Splitlog Railroad, began actual construction. The line was built from Neosho, Mo., to Split-

log and a little later the line was completed from Goodman, Mo., south to Sulphur Springs, Ark., and north to Joplin, Mo., leaving a gap of seventy-four miles between Hume and Joplin.

About 1894 or 1895 the people of Texarkana converted a short lumber tram into a railroad and called it the Texarkana Northern. It was built as far as Ashdown, Ark., twenty miles, in 1891. The Texarkana & Fort Smith Railway Company was then organized and completed the line to Horatio, Ark., in 1895, distance forty-seven miles from Texarkana. This left a gap of 236 miles between Sulphur Springs and Horatio. The Kansas City, Shreveport & Gulf Railroad built between Texarkana and Shreveport in 1895 and was building southward in 1896. The Calcasieu, Vernon & Shreveport Railroad built a few miles westward from Lockport Junction, but a line from Lake Charles to De Quincey, La., was completed by the Kansas City, Shreveport & Gulf Railway Company in 1898.

Young railways undergo about the same experiences in the matter of financial difficulties, hard times, receiverships, etc., that the average youngster does when he gets his experiences with measles, mumps and



TRADE MARK SPLITLOG R. R.

whooping cough. All of them had their share of trouble and were in the proper condition of mind and purse to become part of a stronger organization. The Kansas City, Pittsburg & Gulf Railroad Company undertook to connect and weld together the odds and ends of lines between Kansas City and the Gulf. The gap between Hume and Joplin, Mo., was completed in 1893; between Sulphur Springs and Horatio in 1897; between Shreveport and Beaumont in 1897; Beaumont and Port Arthur in 1895. In 1898 the Fort Smith branch was completed, and in 1899 the railroad company was in the hands of the receivers. The Kansas City Southern Railway Company began business April 1, 1900.

The following article was recently printed in the Neosho Times, which reproduces an account of the opening of the "Splitlog Railroad" on August 22, 1887:

#### The Silver Spike Driven.

"In this phenomenal age of railroad building, when the remotest portions of this country from every direction are being linked together with steel rails, the building of a new railroad does not attract the attention that it did in former years.

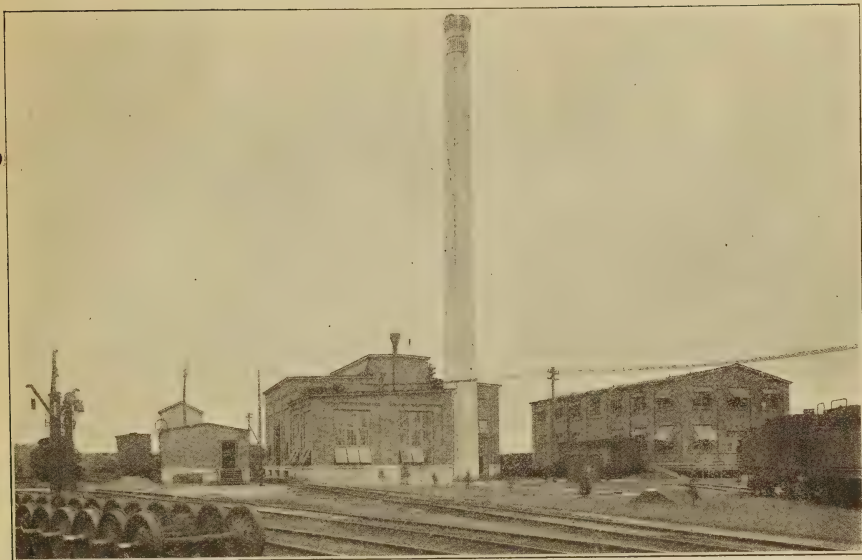
"Neosho can, however, boast of an innovation in the extension of these commercial arteries of civilization. It is a distinction that no other place in no other age can claim—we speak of the building of a railroad by an Indian. Whatever else that historic age may have wrought out and achieved in the arts and sciences, it remained for Mathias Splitlog, the millionaire Indian, to inaugurate and carry forward to its present advanced condition the building of the only 'Indian' railroad on record.

"First one unseen contingency and then another intervened and necessitated the postponement from one date to another the day to which our people had long been looking forward. But in the course of events it finally arrived, and when the announcement

was made with the clang of bells and the sound of trumpets that the silver spike would be driven in the afternoon of last Monday there was a noticeable stir among our people. Long before the hour appointed as the time, hundreds of people from Neosho and all parts of the county had gathered at the crossing of the Frisco and K. C., Ft. S. & S., near the fair grounds, in gleeful expectancy. About 2:30 the Splitlog and Neosho cornet bands entertained the crowd with some excellent selections of music. Mayor Bell proposed three cheers for Mathias Splitlog, and hundreds of voices gave a vociferous response. All eyes were at that moment turned upon Mr. Smith, chief clerk of the K. C., Ft. S. & S., and they were as quickly turned from him to the shining silver-plated spike which he drew from his pocket, held it up for everybody to see and admire, and then placed it in position. Mr. Splitlog raised the hammer, but the stroke was staid with the hammer poised above the old Indian's head, while H. C. Stittler took a photographic view of the central figure and surroundings. Three strokes sufficed to send the spike home. Then followed another photographic view, after which the silver spike was withdrawn and given to Mr. Splitlog. It will doubtless be handed down from one generation to another as a valued heirloom and as a souvenir of a truly notable event in American history.

"Track-laying has now commenced in earnest under the superintendence of James Gentry."

"The above article giving an account of the driving of the silver spike of the Kansas City, Fort Smith & Southern Railroad is reproduced from the Times of August 25, 1887, the event having taken place on the preceding Monday, which was August 22. The picture is from the Times of September 28, 1887. It is an important event in the history of Neosho, as it was the beginning of what is now the north and south trunk line, the Kansas City Southern. The building of this road was begun January 31, 1887, at the east end of Main street. It was then the New Orleans, Natchez & Fort Scott Railroad and Neosho citizens had pledged to give \$40,000. Soon afterwards parties representing a projected railroad, called the Memphis, Kansas & Western, made a proposition to build through Neosho for \$30,000. Both these railroad propositions moved slowly, and as the old Indian, Splitlog, was in a hurry to get a railroad built to his silver mines (?). In McDonald



SHOP VIEW K. C. S. R. Y., SHREVEPORT, LA.

county, he organized the Kansas City, Fort Smith & Southern with a capital stock of \$3,000,000, and also the Splitlog Construction Company to build it. Neosho gave \$15,000 to this road. The road was built from Joplin to Splitlog and sold to Col. L. L. Bush, who changed the route to Sulphur Springs and operated it with headquarters at Neosho for several years. The road was absorbed by the Kansas City, Pittsburg & Gulf and afterwards changed to the Kansas City Southern. It is now Neosho's most important railroad, as all our factories and warehouses are being built along its tracks."

#### USE BRAIN AS WELL AS EYES.

The old roadmaster had been in the service for at least 30 years. He had worked for the Frisco and also had worked for the Kansas City Southern, and had done section work on other roads, but he now is out of the service. He was listening to some of the Safety First talk, which inspired him to advance some of his own ideas on safety first and other matters connected with railroad life.

"Your eyes are not worth having," he said as a starter, "if you don't use your brain along with them; your success depends upon how completely and clearly your brain works with your eyes. Two of us look at a piece of track and one sees ties, rails and

ballast; the other sees a low place and a bolt and an angle bar. The first is a mechanical looker; the other is a thinking looker. Give us the man that never performs mechanically; one who puts a little thought into everything he does, no matter how trivial it may be. He is bound to succeed, even if he does only half the work of an ordinary man, for not only what he does is good, but he has trained his mind and formed a habit which will eliminate accidents and oversights. I do not like to see a man reach in and grab a tool without looking at it. Perhaps it may be defective, and one glance, if he was thinking of what he was doing, would save time.

"I am not strong on figures or a genius on percentage, but from my own experience I should say that at least 60 per cent of the things we do—leaving out the things we say—are mechanical. I mean by that, most of us have a certain routine of doing our work and we reach out for things and handle things, write letters and even give orders without really thinking of what we are doing. One day I was reading a letter and at the same time fumbling around in my desk for a leadpencil. I knocked over an ink bottle which promptly flooded some correspondence, and it cost me and my clerk two hours hard work to straighten up the mess I had made because I was working mechanically.

'A man working at a machine with his mind engaged elsewhere reaches out for a tool, gets his sleeve caught in a wheel and loses his arm. A brakeman, violating the rules, goes in between the cars with his mind half on his job, kicks a knuckle open and loses a foot. The railroads are doing a lot of this safety first business and they could do a lot more, and I always take exception to the talk about carelessness. Carelessness, after all, means that a man doesn't care. As a matter of fact a man does care. No human being is going to risk his own life and the lives of others willingly and carelessly.

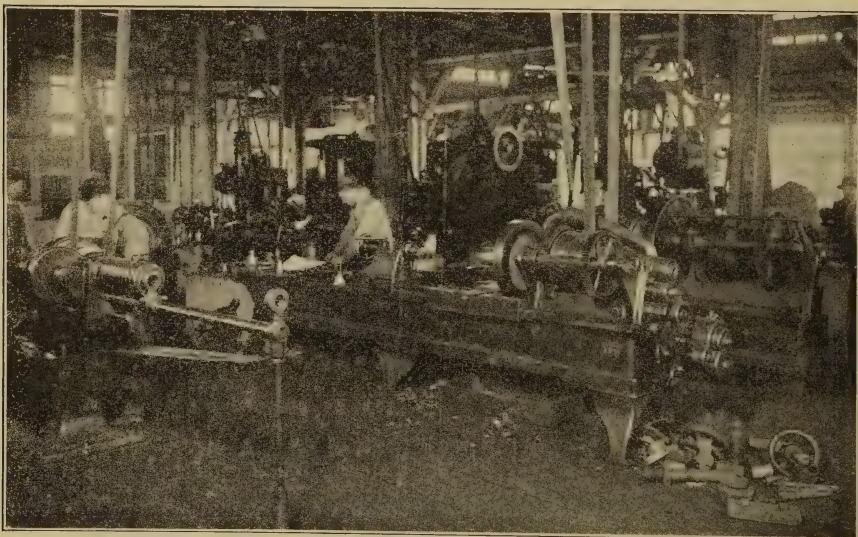
"It isn't altogether carelessness, it's the mechanical way we have of doing our work that causes these troubles. A car repairer sees something wrong with a car and he goes under it in a mechanical sort of way, and of course, neglects to put out a blue flag, which too often results in a funeral. Any railroad man will tell you that if the books or rules are closely followed, it will practically cut out all accidents. Most any trainman on the Southern or any other road can recite sacred passages in this book, but when he is doing his work does he think about them? An engineer reading orders to his fireman does not know whether his fireman really understands them or not, and too often the fireman, thinking of something else, hears but little of them and does not catch their drift. There is as much dif-

ference in hearing with your ears, and hearing with your brain, as in seeing with your eyes, and seeing with your brain. I used to hammer at my men to keep their minds on their work if it was only driving a spike. However, I found that railroad men as a rule think a whole lot of the men working under them. Every section foreman worth a cuss thinks that he has the best gang on the road and also the best section. He thinks of them collectively, but sometimes there is a feeling down between his shirt and his skin for one or two of his men, that they should be arrested for obtaining money under false pretenses. Still, collectively the bunch can't be beat and the section is the best on the road."

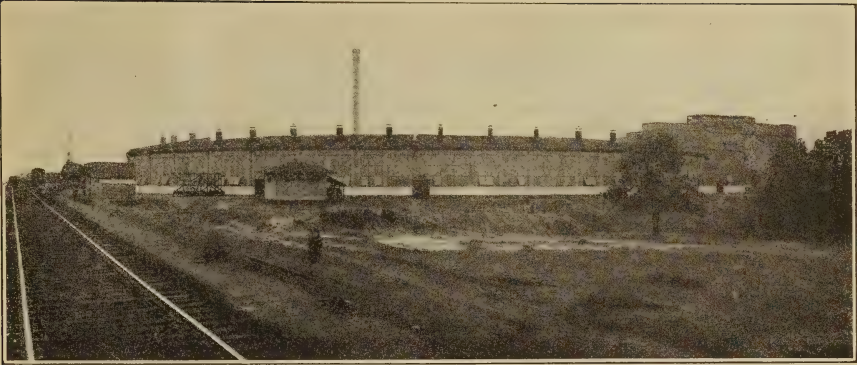
#### MOTORISTS SHOULD USE CARE.

While he is doing all he can for the Safety First movement on the Kansas City Southern, as general chairman of the Safety First committee, Superintendent O. Cornelisen is interesting himself in the safety of motor car drivers when near railroad crossings. He advises that if they will use a little care and a momentary stop while approaching a railroad crossing instead of dashing across regardless of whether there is a train approaching or not, it may be the means of saving human life. His advice is to stop, look and listen.

As an argument for his advice he cites



SHOP INTERIOR K. C. S. RY., SHREVEPORT, LA.



SHOP VIEW K. C. S. RY., SHREVEPORT, LA.

the fact that during the last calendar year 3,607 motor cars were observed during a period of one week while crossing the tracks of the Southwestern railroad at El Paso, Tex. Four out of five of the drivers did not look in any direction; 620 (or 17 per cent) looked only in one direction, and only 2 per cent took the precaution to look both ways before crossing the tracks; 296 of the number who looked in neither direction crossed at a speed greater than 20 miles an hour, and six of the same number saw the flagman and crossed the track, disregarding his signals.

Three hundred were killed and 750 injured while driving motor cars over railroad crossings, during the year, in the United States. This was because the drivers did not stop, look and listen.

#### WHEN MEN GO WRONG.

##### Safety Appliances of No Avail If the Workman is Unreliable.

A party of Kansas City Southern railroad men were drifting through a conversation upon the subject of "Safety First" and devising ways and means to prevent the accidents that come and go with a railroad man's life.

"The goal of safety in railroad operations," remarked one of them, "will not be attained solely through modern safety appliances during the present generation. The only sure key to the solution of this problem is the railroad man himself. The right kind of railroad men are not the product of formal rules and regulations, nor are they dependent upon them, although they give them due observance. The men to whom trains can be trusted are the men whose characters are worthy and whose conduct is reliable.

We need men today who can stand the acid test; men with physical strength unimpaired by dissolute habits and whose loyalty to a trust is genuine and lasting. Every student of happenings and accidents knows that back of a majority of the disasters wrought by motor cars in the city and country will be found the 'joy rider' whose over-indulgence in intoxicating beverages has made him reckless and dangerous; that back of too many accidents on railroads will be found men whose misspent leisure hours have rendered them unfit to perform the exacting duties of their vocation. Moments of crisis and peril unexpectedly came. Brain energy and hand failed to respond to the emergency. All the patent appliances ever devised by the ingenuity of human mind are useless when men go wrong."

#### SKILL IS STILL REQUIRED.

##### Good Operators In Demand Despite Advent of Telephone.

The advent of the telephone has made a radical change in the problem of the education of operators. Many railway officials carelessly assume that anyone can operate a telephone. But as long as the telegraph is used, whether for long or short distance work, or for anything else, competent operators will be in demand. It requires just as much proficiency to operate the wire now as it did twenty years ago. It requires more, for the reason that the work is being done faster than twenty years ago. It is too readily assumed that as soon as a man can receive from fifteen to twenty words a minute he is an operator.

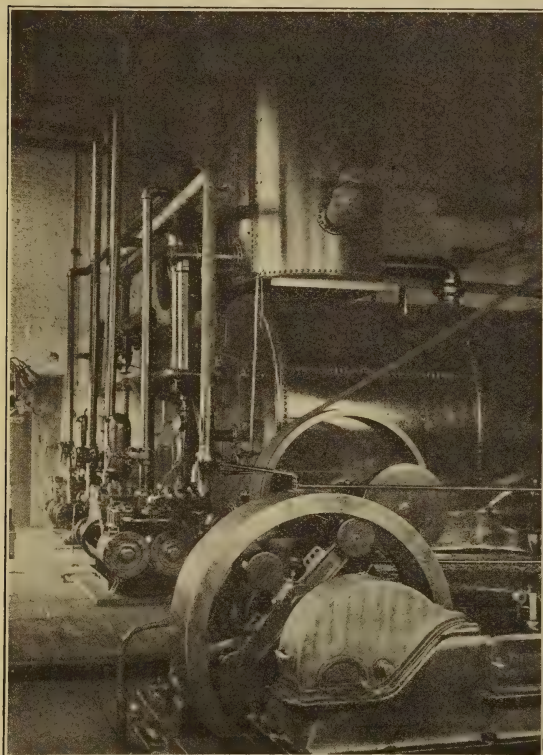
The copying operator makes fewer mistakes with good sending than with bad. All these ideas are connected with the troubles

of a train dispatcher as told a few days ago to a couple of listeners. Poor operators and "hams" are the ones that give the dispatcher more trouble than anything else. As a general rule the young operator, as soon as he secures a position, buys what they call a "bug" and in the novice's opinion the problem is solved. But it requires weeks to learn to operate the thing, and in fact, some never do learn.

This, with his other shortcomings, helps to make life a burden for all who have any dealings with the new operator. It is advised by an old-time dispatcher that a railroad company should not allow such instruments to be used. It is asserted that a good sender can send as fast with his hand as the average operator can take it in good shape. Good hand senders are scarce, it is claimed. Add to this a half dozen beginners trying to handle their "bugs" and the dispatcher has his troubles. Again, the average dispatcher, who generally employs

the operators, does not examine them on their sending or receiving or on wire testing. He gives the operator a note to the examining physician and if he passes the physical examination, this seems to be about all that is necessary. He goes out on the road and is charged with the serious duty of handling train orders and the other business of the company. Then someone has to worry about him.

That somebody is the dispatcher whose hands already are full. Yet he is expected to make a good showing in expediting the movement of trains, with a few poor men as well as with the good ones. Students sometimes are sent to a heavy train orders position, and human lives are entrusted to these men. If the dispatcher complains he is put down as a kicker and a crank, and the operator thinks he is abused if the dispatcher loses his patience and criticises him, but sometimes the dispatcher has plenty to make him lose his temper.



BOILER ROOM K. C. S. RY., HEAVENER, OKLA.

#### WHEN ENGINEERS SEE THINGS.

From the New York Times.

A group of engineers in their recreation room in the Grand Central terminal were exchanging incidents from their railway experiences. One of the experts said:

"The most amusing bad fright that came to me in my younger days happened when I was a fireman in 1892. I was firing a freight on the Central New England line, of which John Pomerain was engineer. Our run began late that night, after the road was clear of passenger traffic, and we pulled out of Fishhill Landing on the Hudson with an unusually long train and heavily loaded. It kept me busy nursing the engine with coal as we climbed the hills. Old 104 seemed to burn up the coal about as fast as I could shovel it into the firebox.

"Reaching the Pomperaug Valley the engine eased up a little on the more level stretches, and we were speeding along when suddenly Pomerain blew three sharp blasts on the whistle and yelled to me:

"Headlight coming down



WRECKING CRANE AT WORK, HEAVENER, OKLA.

on us. Jump when I give the word."

"I hustled to the window on the other side of the cab and saw a great reflection shining far up the tracks, with a big red ball of light back of the rays glinting on the rails. Pomerain tugged at the levers and I got ready to leap. The engine slowed down, and as I made to jump Pomerain laughed like a crazy man and dragged me back into the cab from the engine steps.

"Kick me, if it ain't the moon!" he shouted. That's what it proved to be. The full moon was just rising over the hills ahead, level with the rails where they cut through a hill and lighting them up like the reflection from a locomotive rushing through the darkness."

Another of the group suggested that, while a railway engineer may not be afflicted with "nerves" at every sign of danger, those of long experience on the road know that the man of the throttle has his moments of shock and terror from imaginary peril that affect him more keenly than an accident. Always alert to the possibility of trouble, he is suspicious of every unusual thing that attracts his attention along the road which may not bear instant analysis by the common sense reasoning.

"That is true," admitted an old engineer. "I know of several good men who gave up the work because of the strain. They had too much imagination, and were

always anticipating catastrophe from trivial things."

"An engineer with whom I worked on an Eastern road lost his job because he imagined he had seen something on the track ahead of his engine," said another of the group. "The engineer tooted his whistle and informed me that there was a cow standing on tracks. Although he kept the whistle going for several minutes, he said, the cow not only didn't move, but never so much as switched her tail at the impending danger.

"If there is one thing a railway engineer fears more than another it is a horse or a cow, especially if it happens to be standing in a culvert with its body across the track, as the engineer said this one was standing. The body wedged in the culvert is liable to lift the pilot, and sometimes derail an engine.

"I gave a hasty glance through the cab window. Then I picked up a cloth and climbed along the engine rail to the outside of the glass and began to rub, while the engineer looked at me as if he thought I was crazy. 'Where's your cow now?' I asked, getting back to the cab.

"She's gone," said the engineer.

"Of course; there wasn't any cow there," I told him. But it was some time before I could convince him that a speck on the glass of the cab window had resembled a cow to his eye. He had good eyes, too.

Someone to whom he had told the story repeated it as a joke, and this reaching the ears of the superintendent, he dismissed the engineer. But he got his job back finally when he produced a certificate after an examination which showed his eyesight to be good."

"That reminds me——" began another engineer.

"Time to go to work," was the interruption. And the engineers went out and climbed aboard their respective engines.

### LOYALTY THE WAY OF HONOR.

The test of loyalty is, after all, the test of honor. A young man who fails to keep faith with his employer sacrifices his own personal integrity.

No excuse may serve to justify disloyalty. Even though your employer break faith with you—as sometimes may, but seldom does, really happen—your attempt to "get even" by betraying him does not strike as hard a blow to him as it does to you. You may quit his employ or you may call him to account, but by being false to the trust he imposes in you you take upon yourself the same brand and help matters not one bit. In stooping to petty "revenge" you stoop to dishonor.

The moment you enter a man's employ you accept—or should accept—the unwritten laws of business, one of which, and chief among which, is loyalty to his business interests. His business secrets whether divulged to you or discovered by you, are to be held inviolate. The trust and faith he places in you is to be sacredly guarded—more sacredly guarded than you would guard your own. His ambitions, his interests and his policies should become yours.

No word of disparagement or careless criticism or mockery should pass your lips. You should be as loyal to him behind his back as you are before his face. You should boost him and not knock.

Be sure that he knows what you say and what you do. His watchful eye is upon you when you least expect his vigilance. But do not be true to him because you suspect his espionage—rather because it is the "way to honor."—Philadelphia Ledger.

### TELLS HOW TO BE HEALTHY.

Dr. Daniel S. Hager, chief surgeon for the Santa Fe, with headquarters in Chicago, is said to be always interesting himself in the habits and customs of his vast list of patients, the employes of the Santa Fe. He frequently sends out lectures and advice to

the employes which he thinks will improve their health and usefulness to their employers. It is asserted by the employes of the road that there is not a chief surgeon on any other system in the world that takes the same interest in his patients as Dr. Hager. The last lecture sent out by Dr. Hager is on the teeth:

"The tooth brush should be called an emblem of civilization. The teeth decay and are lost from neglect and improper care. The most beautiful as well as the most useful ornament a man or woman can possess is a clean, healthy set of teeth; artificial teeth of any kind are at the very best only a poor, expensive makeshift. The daily toilet of the teeth is far more necessary than that of any other part of the human body. Personal health cannot be maintained without a healthy mouth and healthy teeth. It is true that money will buy artificial teeth, but, though they may seem good to look at, they never will do the work as well as natural teeth, and, as for biting, there is scarcely any comparison. The crushing power of a natural tooth is about two hundred and seventy-five pounds, while that of the artificial tooth is about 25 pounds, so at best artificial teeth can only be a makeshift. The same is true of crowns and bridges. The latter, particularly, are poor, expensive contrivances."

### ADVISES LOW WATER LEVEL.

#### Official Says Some Engineers Keep It Too High in Boilers.

"There are two reasons why water should be kept as low as possible in a locomotive boiler," says G. R. Berger, assistant superintendent of locomotive performance, in advising engineers on his division of the Frisco. "The first one, with which every engineer and fireman is familiar, is that if the water is carried too high the lubrication is washed off the valves and their seats, resulting in their being cut, and frequently the result is broken packing rings, and cracked or broken cylinder heads. The second, and to my mind, just as important a reason, is that some engineers labor under the mistaken idea that the engine will steam better on account of the comparatively cold feed water from the injector not affecting the temperature of a full boiler as much as it will a small amount of water in a boiler.

"This theory, however, does not hold good in a locomotive boiler and this can be

proven in the following manner. If we leave a terminal or other stopping point with, we will say, three full gauges of water in the boiler, and the injector is put on as fine as it will work, it will be found that the water level will not be maintained and that we are slowly losing some of the water we had when starting; but when the water level gets down to one and one-half or two gauges it will be found that the gauges will keep up this level nicely, for the reason that more water was consumed at the higher level on account of steam, which passes through the throttle valve, containing considerably more moisture when being used from a higher water level than from the low one, and as we only heat the water we use, it is clearly evident that we burn less coal when we keep the low water level.

"Another item worth mentioning in this connection is the tendency some men have of trying to increase the amount of water in the boiler at the expense of their steam pressure when nearing heavy grades, losing sight of the fact that by so doing they also are decreasing the temperature of the steam that is being delivered to the cylinder of their engine."

#### COURTESY IS GREATEST ASSET.

##### Competitive Conditions Are Such That It Counts Heavily.

"Courtesy," remarked a Kansas City Southern official a few days ago, "in point of meaning is one of the biggest words in the English language. It deserves a place not far removed from the 'mother, home and heaven' trio. Webster defines courtesy as synonymous with civility, urbanity and politeness. The nod of recognition on the street, the warm handclasp of the friend, the smile of welcome from our associates, the willingness to smooth over rough places for others as we journey down the path of time, cost nothing, neither time nor money, yet they are a blessing to the recipient. The Southern management endeavors to instill into the minds of all its employees what can be accomplished by courtesy.

"Courtesy is one of the most important assets of a railroad employee. Its proper cultivation and employment in every day transactions with the shipping and traveling public does more toward the development of freight and passenger traffic than any other agency. In these days of competition, rates and service are practically identical on all competing lines, leaving the only inducement to offer in favor of your own line, the

treatment you accord the patrons whose business you wish to secure and retain. The old adage says, 'The best way to reach a man's heart is through his stomach,' but since railroads do not serve refreshments nor cater to the masculine element of the human family alone, I believe it is safe to assume that far more friends will be won for the railroads through courteous and tactful treatment of its patrons than by any other method.

"Freight and ticket agents are salesmen for their company; the commodities offered for sale are transportation for passengers and freight, and they should be carefully explained as to rates, routes, and other service and features connected with each transaction, should be accorded to the prospective patron of the road. All employees should study human nature in selling transportation and endeavor to build up an enviable reputation for courtesy. This will result in broadening the minds of these representatives; bringing into closer relationship the railroads and the public and popularizing the line employing them."

#### INFALLIBLE TEST FOR AXLES.

##### Use of Kerosene is Declared to Reveal Any Defect That May Be Present and Not Visible.

In many European railroad shops they test crank axles with nothing more wonderful than kerosene. The principal locomotive shops in France and England have adopted the method.

When an engine goes into the shop for general repairs it is thoroughly inspected as follows: All grease and oil is first removed and the parts given a bath in kerosene, after which the surfaces are all wiped as dry as possible with clean waste or rags. The wheels are then placed some distance apart on a track, and two pairs rolled together at a speed of perhaps three or four miles per hour.

The force of the shock or impact shows the slightest crack, from crystallization or otherwise, by forcing out the small particles of kerosene which have been secreted in the cracks. Inspection after impact locates the crack by means of these beads of paraffin showing on the surface. It is claimed that this method has never failed to locate a defective crank-axle pin or driving journal, and in some instances inherent defects which could hardly have been found in any other manner, have been detected in new axles.

### WOODEN COACHES GOING OUT.

#### In Ten Years This Type Will Be Obsolete on Railroads.

From the Philadelphia Telegraph.

In the course of another ten years the wooden railway passenger coach is destined practically to pass out of use in the United States. There are nearly four thousand fewer coaches of this obsolete type on American roads now than there were two years ago, and at this rate their complete displacement by cars of the safe, modern steel kind must be reckoned among the inevitabilities of the near future.

Accident insurance companies have been quick to recognize the greater safety in railway travel already provided by the growing use of steel cars, and have multiplied the size of their indemnities for accidents associated with steam road transportation. M. K. Barnum, president of the Master Car Builders' Association, is authority for the statement that fatal accidents to railway passengers have been reduced to one for every 251,000,000 passenger miles.

### THE MECHANICAL STOKER.

#### It is a Good Thing in Some Ways, Officials Say.

As to whether the mechanical stoker for locomotives is to become a success or not, in the present stage of its development, depends on the viewpoint of the persons expressing the opinions, is the decision reached by the mechanical department of the Kansas City Southern. It is argued that if the opinion is based purely on up-to-the-present performances, insofar as coal consumption per unit of work done is considered, the answer probably would be in the negative, for undoubtedly stoker-fired engines do burn more coal than hand-fired engines. But if the question is to be viewed from the standpoint of ability to maintain steam pressure, and of handling all of the coal burned, then the stoker is a success.

It was, however, remarked two years ago or more at the master mechanics' convention that it is apparently a comparatively simple matter to design a stoker that will maintain steam pressure under ordinary and even extraordinary working conditions. It is asserted by engineers and master mechanics that it is, of course, of prime importance that an engine should be kept hot. That is the first task imposed upon the fireman, and for its accomplishment all other things must take second place, even to that

of the look-out for signals, because it would be a hazardous excuse to offer for a steam failure that the fire was neglected to call signals. Full steam pressure means relief to the engineer, as he can work his machine to its full capacity; he can make the time and the dispatcher knows that he can count on trains reaching meeting points at the estimated time.

If to this is added a certainty as to steam pressure at all times, regardless of grades, loads, speed, length of run and weather conditions, many of the uncertainties of train operation have been eliminated, is the argument made in favor of the stoker.

"A stoker properly handled," explained one of the mechanical department officials of the Southern, "would be a big thing for the firemen on the big engines, especially during the hot weather. A stoker does not put firemen out of business any more than the air brake put the brakemen out of the work. It only helps them."

### SAVE MUCH ON SMALL ITEMS.

#### Railroads Are Practicing Economy, Even In Lead Pencils.

The railroads, the greatest spenders of the age, recently have been looking towards some scheme to economize, and the Santa Fe is introducing numerous rules that will curtail expenses. The questions as to "How long will a broom last?" and "How long will a lead pencil wear till it is of no more use to the user?" and several others are put to the employees—not in a personal way, but in a general way, so that all can take the matter to themselves. The savings on ink, lead pencils, brooms, stationery, and a hundred and one other little things that the ordinary mortal would not think about, amount to large sums in the aggregate.

Railroad companies pay on an average of 20 cents each for brooms and as a rule they are the best, says the Santa Fe management. The number of brooms purchased must be the number there are stations on the system, but it is not so much the value of the broom, the management says, as how long it will last. If the once-a-month broom can be converted into the two-month class, the economical station agent saves for the company. Twenty cents is not all the broom costs the company, according to the calculations made. On top of the cost of the broom is the cost of hauling one ton of freight added, and when a station agent saves on his broom, he saves at the same time 35 miles of freight on one ton, every

two months. The story of the broom as sent out among the employes is only taken as a symbol in economy.

**Take lamp chimneys:** When one is broken a charge must be made against the railroad equal to the hauling of one ton of freight ten and a half miles. Twenty lamp chimneys broken in a year, means that some poor locomotive must stagger under an extra ton of freight for a hundred and ten miles.

Even the lead pencil comes in for the economy practice and must not be despised. A requisition for a new lot of lead pencils can be made out in a few moments; but a ton of freight must be hauled two miles to pay for each new one. The same is true of each track spike that works loose and is thrown aside, and a track bolt is similarly treated as waste; but it is worth three and a half miles of haulage of a ton of freight. The man who was responsible for the working out of these details of cost of ordinary trifles in railroad language was something of an economist.

#### CLAIM AGENTS' NEW METHODS.

##### Only Few Left Who Take Advantage of Claimants.

The Railway Claim Agents' Association has existed a quarter of a century. Beginning with a membership of 27, representing nine Western and Southwestern railroads, in a few years it expanded into a membership of 865, representing 107 of the railway systems of the United States and Canada. This body of men is unsurpassed in energy and ability by any group of men anywhere. This is the opinion of W. B. Spaulding, one of the leading claim attorneys of the country, who is well known and who is considered capable of expressing an opinion upon the subject.

"In the past 25 years," Mr. Spaulding says, "a great change has come about in the manner of settling claims and carrying on railroad business, and no body of railroad men better represent this transition than the claim agents. Under the old view the railroad business was considered a private business in the same sense that any other business of a private nature was conducted. In those days its terminal affairs were open to inquiry only to its owners and managers. In former years the claim agent strove to make settlement as cheaply as possible, using chicanery if necessary; of recent years his efforts have been to make settlements that would stand the test of

fairness to the claimant and fairness to the company.

"His insistence has been for a 'square deal'; a claim agent makes greater speed along these lines than by the old way and when he makes a settlement it is more generally satisfactory than by the old way, and he makes a reputation for honest dealings where the rights of others are considered, and a willingness to be just and give justice. The genuinely successful claim agent is the man who is ever ready to declare the facts to his company as he has them in his possession; and to give just consideration to the claimant's side of the matter.

"The object of the Railway Claim Agents' Association is to as near as possible weed out dishonest and unprincipled claim agents who use dishonest means to accomplish their ends as far as the company is concerned, whether it results in disaster or not."

The motto Mr. Spaulding recommends to all claim agents is, "Be firm; be fair and keep your promise, and do not hoodwink your company."

#### "MAKE YOURSELF VALUABLE."

##### That Way Lies Advancement, Is Veteran Trainman's Advice.

Many employes, it might be said, of all railroads in the United States, complain that they have a great deal of work to perform. There is no doubt that a railroad man has a wider field of valuable work than any other class of workers. "But when we see," said a railroad trainman who was speaking of the amount of work to be done on a railroad, "more than nine-tenths of the working population of the United States at more disagreeable work than we are engaged in, I venture to say that nearly every railroad employe is proud of the fact that he is able to handle the employment he is following. I heard a train dispatcher remark that he had been in the service of a railroad for eleven years and had never cost the company a dollar because of his carelessness.

"I knew him personally and I have every reason to think that he was making a truthful statement. This man was a valuable employe. His length of service goes to show that his employer recognized his value. There are very few railroad men who will admit they are not competent. If you are competent, the next duty you owe, not only your employer, but to your family, to yourself and to the public, is to be valuable.

The railways are no exception to the rule practiced by any business firm, or business man, that when a man is valuable he gets the benefit of their respect. I know of no other industry that is putting forth as much effort to train employees to be competent as the railroads.

"Every day you will find Kansas City Southern officials going over the divisions patiently explaining how to handle work efficiently. The Frisco and the Santa Fe and other roads are doing the same thing. More pains are taken with the young brakeman and the young conductor nowadays than when I was a link-and-pin man years ago. Then the conductor told you what to do once, as a rule, and only once did he bother much with you. And the older brakemen were left to give you the rudiments of being a brakeman and after that you would dig out the balance of what you knew.

"When you have finished and are competent to handle a train or an engine, it is up to you to make good as a conductor or engineer, for the officers and others who have taken an interest in you know that their work is finished.

"In order to attract attention to yourself, you must make yourself valuable in many ways as you go along and take an interest in the work assigned you while making your way up the ladder. If you pay no attention to the information and instruction given you, it will not be long before the officials will lose interest in your welfare."

#### ROOM AT THE TOP.

Of the 170 ranking officers of the Pennsylvania Railroad system, 163 (including the president) started at the bottom, sweeping out cars, carrying water for laborers, working on the right of way, and other like jobs of the very commonest kind. It is perfectly certain that other men are now traveling the same road to success, but please note that 142 of the 170 have been in the service over twenty years. One essential to success in any business is to remain in it.

#### PERISHABLE FREIGHT SHIPMENTS.

It is not difficult to realize that the trade in provisions—especially fresh foodstuffs—is increasing rapidly in this country. But it is more difficult to get a mental conception of just how much is being done by Wells Fargo & Company to bring these foodstuffs from the various producing points in all parts of the land and lay them down, still fresh, in many other parts of the

United States. To secure an adequate idea of the work of our refrigerator cars, one must first look at the territories which are served by the ninety-odd thousand miles of transportation lines upon which Wells Fargo operates.

In the West and in the Southwest we find the great fruit and vegetable-producing points which furnish our freezers with the bulk of their traffic. California, Colorado, Utah, New Mexico, Arizona and Washington contain most of the important shipping points in the far West. In the South, Texas, Arkansas, Louisiana, Missouri and Oklahoma are the chief contributors. There is also a good short haul traffic between some of the middle Western states—on butter, eggs, etc. Indeed, within the state of California alone, between Fresno and Los Angeles, there is a cream traffic of no mean proportions.

What do our freezers carry in their well-cooled chambers? Many things—fish, oysters, dressed poultry, butter, eggs and cream, strawberries, loganberries, raspberries, cherries, grapes, apricots; many vegetables, such as asparagus from California valleys, and lettuce, peas, beans, tomatoes, cucumbers, peppers and spinach from other states, to say nothing of delicious cantaloupes.

The ice bill for these thousands of carloads of fresh foods came to nearly fifty thousand dollars—for one year—and this sum does not include what was spent for ice to protect small local shipments in ordinary express cars.

The total mileage covered in the past year by all our refrigerator cars amounts to 4,540,900, and there were over fifteen states represented in the shipping points.

May was the star month for the "freezers." During that time last year our fleet of 150-odd cars was busier than ever before in the history of the company—speeding delicate Western fruits and vegetables to Eastern consuming cities. In that month over 370 carloads moved via Wells Fargo refrigerator cars. New York alone ate 247 of these carloads and Chicago 206, during 1913.—Wells Fargo Employees' Magazine.

#### STUDY WORK TRAIN HANDLING.

##### Roadmasters Are Mastering Details of Economical Operation.

During the past few months several general and division roadmasters have been giving a great deal of study to the best way of managing work trains for construction or maintenance. M. A. Box, general roadmaster for the Kansas City Southern, in a

general way gives his ideas in a short article which will be published in some of the railway magazines and journals.

"It is necessary," Mr. Box says, "to draw a line between work trains on regular construction work and those unloading material for the maintenance and way department. On construction work, the first thing to be considered is the territory which the work train will have to cover. Then the amount of material to be handled and the number of laborers required, can be determined. The despatcher should be notified in advance so that work orders can be issued before the train is ready to start. This will avoid many delays in getting started.

"A competent conductor should be secured and the full details explained to him, so that he can commence figuring out his plans from the time he starts out. All instructions regarding the work must be given to the despatcher and conductor in advance, and should be changed as little as possible, so as to avoid any conflict or misunderstanding. In using a work train to distribute maintenance material, to unload ties, for example, sufficient material for one or more days' work should be assembled and then the chief despatcher should be notified that on a certain date a work train will be required. It should be explained at what point work will commence, and approximately what miles will be covered on that date, or the length of time it will require between certain stations.

"The roadmaster should have his laborers assembled to go out on the train and should also arrange with each section foreman to be on hand at the end of his section with a list of ties required on each mile of his section. Great care should be taken by the roadmaster to see that the ties are unloaded exactly where they are required, so as to avoid handling them twice. In order to get such material unloaded just where needed and to get the full benefit of the work train a large gang is not needed as by having too many men there is a liability of getting ties unloaded where they are not needed and of not getting a sufficient number of them where they are needed."

#### TICKET OFFICE RULES.

On the Texas & Pacific hereafter the efficiency of a man in the passenger department is to be determined by the facts concerning hotel rates, connections and farm land production which he knows.

George D. Hunter, G. P. A. of the line, has just emphasized this in a "list of rules

which can be used advantageously in the ticket office," which he has sent out.

Some of them follow:

"Don't be an ornament. Look your best in the clothes you are able to have.

"Have a hand in things and be on the spot where you are needed as promptly as possible.

"Know things. Don't guess. Try to have an answer ready for any question by the time you get it again. If you don't know, find out.

"Don't hesitate. A prompt and decisive answer inspires confidence.

"Know the rules you are expected to use. Study them on duty and off. Learn facts about the country which uninformed people will ask. To make progress and to have efficiency, you must study. No man has the right to live when he quits making an effort to learn.

"Be courteous and obliging to everybody alike. Try to have every bit of information on hand that might help in case it is needed.

"The above, if lived up to, will make better agents, more business and a greater Texas & Pacific railroad. Think it over."

#### LIQUIDATION!

Independent steel and iron manufacturers are reducing the number of their employees and cutting wages. The larger steel companies, including the great United States Steel Corporation, have laid off from 30 to 40 per cent of their employees, mostly of the unskilled class, but wages have not yet been reduced. Common labor in the steel mills receives about \$12 a week. It is sincerely hoped that it will not be necessary to reduce this weekly wage. It would be unnecessary to consider the liquidation of labor if Congress would adjourn and if the Interstate Commerce Commission would treat the railroads fairly. The railroads are the heaviest customers of the steel and iron mills and, if they had means to expend, would make an outlay averaging \$1,000,000 a day for the next five years. The railroad question is the workingman's question. This country needs not a liquidation of labor, but a liquidation of disturbing demagogues.—Leslie's Weekly, July 21, 1914.

Friction, in the wrong place, causes hot boxes and heated journals in machinery and must be overcome by the use of a proper lubricant. In the human machine it creates bad temper, bad work and demoralization. The best of all lubricants is unvarying courtesy liberally applied under all conditions.

**"DON'TS" FOR OFFICE MEN.**

There have been all sorts of "don'ts" handed down to the trainmen and the enginemen, but never a caution to the men in the offices. It is believed by R. L. White that a few "don'ts" offered to the clerks might have an effect on the expenses submitted to the management by the purchasing department. At least here they are as handed down by Mr. White:

"Don't throw the pins away when you clear up your desk. Chances are they still have the sharp point and can be used again. Don't throw the letterheads and bill copies in the waste basket because you made an error in date or salutation. Tear the good bottom off; it makes an admirable paper to "figger" on. Don't sharpen a lead pencil as you would whittle a stick. There is a difference between the two. Watch the man who makes the pretty point on his pencil. Don't use a large envelope for mailing the next man's mail when a small or medium size would suffice. A suit of clothes costs more than a pair of trousers. Don't use more than one envelope for one time of mailing to one party. It takes just as long to address the extra envelope or envelopes as it would to get all the mail together. Think of the mail clerk, the baggageman and the man who opens two or more envelopes, when one would have sufficed. Don't throw the rubber bands on the floor. Bands cost one railroad in this country fifty thousand dollars a year. If you doubt the high cost of rubber bands buy one box. Don't throw the lead pencil away because it is half used up. A pencil lengthener can be used and permits the use of the pencil to the last inch. Don't throw carbon away until it has served full time. Don't leave carbon paper on top of your typewriter to be blown to the floor by the janitor's broom. Don't use the printed letterheads and printed forms for scratch paper. Scratch paper is far cheaper. Don't throw away the top sheet of the writing pad. Often it is not the least bit soiled. Don't fail to count your needs before printing mimeograph circular letters. It is wasted energy and a waste of paper to print more copies than you really need. Don't throw away your old file records without recovering the file; it often can be used again. Don't fail to turn off the electric fan when you leave at night. The motor wears out the same as you do. Don't fail to turn out the lights where proper to do so before going home at night."

**AND SO O'CONNELL CAME BACK.****He Broke Away, But 40-Year Habit Was Too Strong.**

The old saying "once a railroad man, always a railroad man" again has been borne out in the case of William O'Connell, who for about twenty years was division roadmaster for the Kansas City Southern on the first district. About a year ago he decided he had had all the railroading he wanted, so he resigned against the protest of the officials. He then indulged in a rest of a few months, and concluded that perhaps a business life would suit him, and engaged in the grocery business. This he carried on successfully for a while, before he heard again the call of the car wheels, the whistle of the locomotive and the men's talk of the rail. He had a feeling that if he could only get back and look after a gang of men making the tracks better, and occasionally receive a wire from the powers above him regarding some sort of track work, he would be happy once more. He pined for the life he had lived for 40 years.

When he could stand it no longer he wandered over to the office of M. A. Box, general roadmaster of the Southern, who told him when he quit his job, that if ever he wanted to come back just to say the word. He entered that office and started a conversation, expecting to lead up to the inquiry for a job, but it was offered him before he had time to get to it. It was to take charge of the track work of the entire territory covered by the Southern yards in this city. He accepted and has been back in the harness for about a month. He is in charge of every track in the yards from a mile and a half north of the city to the south limits, a position that keeps him busy. The gang of yard men is under his supervision and he is responsible for the good condition of the tracks, switches and everything pertaining to the yards. He is happy again and looks better and his railroad friends are glad to see him among them again.

**THE INTEREST OF RAILWAY EMPLOYEES IN RAILWAY PROSPERITY.**

(From the Southern News Bulletin.)

The declining tendency of the net revenues of American railways during recent months and especially the much greater percentage of decline in net revenue than in either gross revenues or expenses, as

shown by figures compiled by the Bureau of Railway Economics from the monthly reports of the railways to the Interstate Commerce Commission, should bring home to all railway employees with striking force the fact of their vital interest in the prosperity of the companies by which they are employed.

In any just analysis of the present situation, no intelligent observer can fail to take account of the many forces which are at work either for the purpose of depressing the gross revenues of railways or of increasing their expenses, either of which of necessity must result in a decrease in their net revenues.

Of all the movements for the purpose of decreasing the gross revenues of railways not one has held out any hope of advantage to the railway employee. Under existing conditions the railway employee gets forty cents of every dollar collected by the company, but where freight rates have been reduced it has not been to his advantage, for he has not been able to purchase a single commodity cheaper than before. The only result of such movements, so far as the railway employee is concerned, has been the reduction of the fund out of which his wages must be paid and the consequent impairment not only of his opportunity to get increased wages in the future, but even of the certainty of maintaining his present standard, for certainly the railways cannot pay out money if they do not receive it. It does not require an expert mathematician to see this, or the equally obvious fact that, when the margin of gross revenues left over after paying expenses approaches the point of danger, as it has on some railroad systems, retrenchment is necessary, and this means reduction of forces.

With such a possibility facing them, it is nothing less than amazing that railway employees as a whole have failed to take any active stand against movements for the reduction of the gross revenues of railways and against those movements which mean increased expenses for the railways without any increase in wages, as is the effect of many of the legislative and regulatory requirements which force upon the railways practices that are unnecessary in the opinion of the most experienced and the most progressive of railway managers.

There is hardly a community in the United States where the railway employees do not constitute a highly influential class. They are men of character and intelligence, or they could not hold their positions, and they are everywhere the best

paid branch of labor. The trade of their families is sought by local merchants and professional men. They could exert a wonderful influence on public opinion, which is, after all, the high court of appeal on all matters in this country.

Why does not the railway employee raise his voice in protest against movements which can only result in decreased revenues for the railways without the least opportunity for benefit to himself?

Railway employees can make themselves felt in every community against the anti-railway agitators. How long is it going to be before they recognize that their own interest demands that they do so?

### RULES FOR ENGINEERS.

#### Eminently Sensible Is the Counsel Which Thirty Years of Experience Entitle Him to Give—"Keep Mind on Work."

A locomotive engineer, with an experience covering 30 years, has prepared a set of rules for his craft. With his other comment they were published in *Safety*, issued by the New York Central lines:

"Don't assume unnecessary risks. There are enough necessary ones.

"Don't talk to anyone while running an engine. You might overlook some important duty. Train your fireman to the same practice.

"Don't forget that 90 per cent of the accidents occur at or between switches.

"And the majority of them occur at night.

"You cannot be too alert approaching signals and switches and running through yards, especially at night.

"Don't fail to train your fireman to be on the lookout, especially if track curves to the left.

"Don't allow your mind to wander from your work.

"Train yourself to think constantly of what you are doing.

"Don't be thinking of the farms, the scenery or the handsome animals that you see in the fields.

"If you have family or other troubles do not take them on your engine.

"Don't go out unless you are physically and mentally qualified to go.

"Don't forget that the brain has to be impressed by what passes before. Many objects pass before our eyes which we do not see; therefore the necessity for constant thought of our work.

"Don't get angry or worried, as the anger or worry will occupy your mind in the place of something more important.

"Don't be grouchy with your fireman. Be pleasant and agreeable.

"Don't forget that you are a promoted fireman.

"Don't have a third man in the cab if you can avoid it. He will want to talk or do something to attract your attention, and that is dangerous on a running locomotive.

"Always keep your mind on your work."

#### THE BEST RAILROAD SERVANT.\*

A railroad is first of all a public servant. It follows that the success of a railroad as a business enterprise depends, in very large measure, not only upon the efficiency of the transportation it affords, but upon the personal treatment which those doing business with the railroad receive at the hands of the officers and employees. Therefore, in addition to doing everything in his power to promote the physical efficiency of the service, each officer and employee, whatever may be his rank or duty, must at all times consider the moral efficiency, and this means first of all that he should treat all patrons of the company and others with whom he may come into contact with politeness and courtesy. This is a primary rule of management of the Southern Railway Company, but it is no more than each officer or employee himself expects of every one from whom he buys. This rule should be observed regardless of the amount of business that the individual may give to the company, not only because that is the part of a gentleman, but from self-interest, for the occasional traveler or the small shipper of today may be the constant traveler or the large shipper of tomorrow. A nursed grudge growing out of a surly answer has been responsible for many of the troubles of the railroads. Let us then all try to please the public.

The station agent should remember that at his station he is the Southern Railway Company and that public opinion regarding the company in his community is very largely his responsibility. In addition to maintaining the highest efficiency at his station, he should see to it that he and his subordinates maintain pleasant and agreeable manners in meeting the public and that all questions, even unreasonable ones, are answered with politeness and courtesy.

It is equally important that trainmen shall observe the rule of courtesy and politeness, giving full, responsive and intelligent information to those passengers who solicit it about anything that may happen on the road. The operation of a railroad

is interesting to every intelligent man, and the more information such a man has about actual conditions the more he will understand the difficulties encountered in operation and so contribute to sound public opinion.

I am proud to believe that the general average of courtesy and politeness in the Southern Railway organization will compare most favorably with that of any railroad in the United States. Good manners are traditional in the South and our men are southern men. This is attested by many letters which are received by the management commending individual employees for conspicuous acts of courtesy and painstaking efforts to serve our patrons.

Occasionally, however, letters are received complaining of instances of discourtesy. These may be entirely eliminated if each officer and employee will adopt as his rule of conduct the declaration by the late President Finley that "He serves the railroad best who serves the public best."

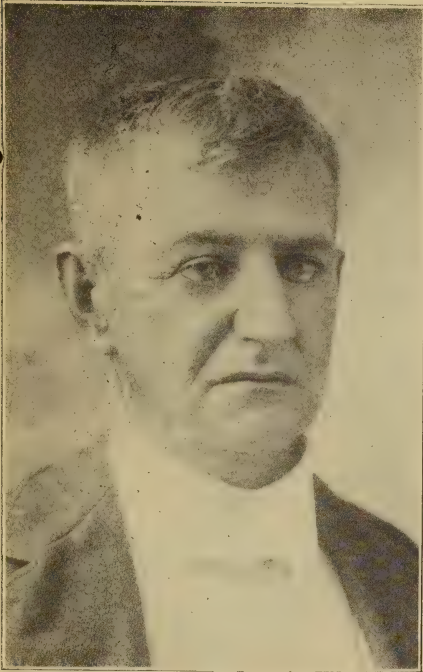
\*A circular on politeness and courtesy, issued June 23, by Fairfax Harrison, president of the Southern Railway, addressed to "all officers and employees" of the company.

#### BRITISH RAILWAY EMPLOYEES.

The Bureau of Railway News and Statistics has issued a statement showing that, according to the British Board of Trade, there were 643,135 wage earners employed on the railways of the United Kingdom on December 31, 1913. Of these, 594,088 were classed as adults and 49,047 as boys, i. e., under 18 years of age. The total is 44,385 more than in 1910, but only 21,794 over the number reported in 1907. The figures do not include the salaried staff. In the United States in 1913 the total was 1,714,603, also exclusive of general and other officers.

The compensation of British railway employees between 1901 and 1912, for which figures are available, increased from \$29,354,000 to \$34,912,000, or 19 per cent, where the number of persons increased 11 per cent. During the same period the compensation of American railway employees, exclusive of general and other officers, increased from \$583,517,000 to \$1,227,933,000, or 108.5 per cent, against an increase of 61.5 per cent in numbers.

The average pay of British railway men in 1901 was approximately \$255 a year and \$271 in 1912; that of American railway employees in 1901 was \$555 and \$716 in 1912. These figures are exclusive of salaried officers in both cases.



LUTHER H. CRUMBAUGH.

**LUTHER H. CRUMBAUGH.**

Luther H. Crumbaugh, who was one of the victims of the fatal collision of the Missouri & North Arkansas motor car with the Kansas City Southern passenger train on August 5th, 1914, was one of the best known and most highly esteemed citizens of Neosho, Mo., and widely known at every station on the Kansas City Southern Railway from Kansas City to the Gulf.

He was born at the old Crumbaugh residence in Columbia, Mo., July 24, 1849. He was a son of Henry Crumbaugh, one of the best known, most progressive and highly esteemed business men of his time. His mother was a daughter of Col. Richard Gentry, who was killed in the Seminole Indian War in Florida. Mr. Crumbaugh was educated in the public schools of Columbia, and in the Missouri State University. While he lived in Columbia, Mr. Crumbaugh was city weighmaster and deputy sheriff of Boone County. He was also extensively engaged in buying and shipping all kinds of live stock. As deputy sheriff of Boone County, Mr. Crumbaugh swam his horse across the Missouri River, near the present town of Huntsdale, in pursuit of a horse-

thief whom he captured in Moniteau County. In 1870, when it was necessary to carry Boone County's bid for the Missouri Agricultural College to Jefferson City, L. H. Crumbaugh was selected. The citizens of Columbia held their bid back until a late hour the night before so as to raise as much money as possible, and it was not given to Mr. Crumbaugh until about midnight, when he was told to hurry to the state capitol with it. There was at that time no railroad connecting Columbia with Jefferson City, and Mr. Crumbaugh was considered the best horseman for such a journey, and he proved himself equal to the task. He reached his destination at 6 a. m. The trip was a hard one, and so great a speed was necessary, in order for the bid to be received in time that Mr. Crumbaugh's horse died a few minutes after reaching Jefferson City, but the bid was received in time and the location of the college was awarded to Boone County.

Mr. Crumbaugh was married March 16, 1880, to Miss Sallie Harbison, a daughter of Major A. J. Harbison, a widely known lawyer, then of Columbia, but later of Neosho. The widow and three children, Dr. A. J. Crumbaugh, son, a veterinary surgeon, and two married daughters survive the deceased. Two sisters reside in Kansas City, Mo.

Shortly after his marriage, Mr. Crumbaugh removed from Columbia and located at Neosho, Mo., where he engaged in the business of buying and shipping horses and mules. In May, 1893, Mr. Crumbaugh was appointed general live stock agent for the Kansas City, Pittsburg & Gulf Railway, which later became the Kansas City Southern Railway. He continued to hold this position until his death, being one of the oldest employes of the company in point of continuous service, and beyond question he was the oldest employe continuously holding an official position through all the various vicissitudes and changes of management that have occurred since he entered the service.

As general live stock agent Mr. Crumbaugh was a familiar visitor at all great fairs and live stock shows. He was probably personally known to more stock raisers and shippers all over the Middle West than almost any other man. He was peculiarly fitted for the position he held. He was personally a lovable man; a stockman himself, he was able to appreciate the point of view of the men engaged in this great industry. He was their friend, and his knowledge of the business and wholesouled

personality made them friends of the company he served.

In the personal and individual character of L. H. Crumbaugh perhaps the dominant trait was his loyalty. He was first of all loyal to his family; to his friends; his home town and to the company he served so long and faithfully. His faults, such as they were, lay on the surface; and beneath a rugged exterior gleamed the true gold of character. He measured four square to all the trying situations of life and acted well his part.

The funeral services were conducted by Rev. C. A. Weed of Kansas City, from the family residence on Jefferson street, Neosho, Aug. 7th, 1914, and were attended by a large concourse of friends and neighbors, who had gathered to pay the last tribute of respect to one they had long known and loved.

#### THOMAS COLEMAN BROWN.

It is with extreme regret that we are called upon to record the death of Thomas Coleman Brown, which occurred at Kansas City, Mo., on the afternoon of Wednesday, July 22, 1914.

Mr. Brown was born on his grandfather's farm, two miles north of Glasgow, September 11, 1864. After attending school at both the Pritchell and Lewis colleges at an early age, he left home for St. Louis to commence the battle of life in a city. On his way there he became acquainted with the railroad news agent and decided that when he reached his destination he would commence his business career as a news agent also, a vacancy for which he filled on the Iron Mountain Express out of St. Louis. Accumulating by hard and steady work, after two years service, a few hundred dollars, he decided to make Kansas City his future base of operations. After a few years the opportunity he had longed for offered itself.

The Kansas City Southern Railway, then known as the Kansas City, Pittsburg & Gulf Railway, was building from Kansas City to Port Arthur, Tex., and had opened for business as far as Sulphur Springs, Ark. He secured the contract for the news service on this line, covering the two trains thereon himself with the assistance of one employee. On the completion of this road later on of one thousand miles of territory a base of supplies was established in Kansas City, from which the news service could be operated, and with the addition of other franchises secured upon other railroads, from time to time, the Brown News Company was incorporated about twenty years

ago, and today it not only operates the news service on more than a dozen railroad systems, with a capitalization of \$250,000, but also operates the eating houses and lunch counters on many of them, employing 1,200 persons in all departments.

This company, of which Mr. Brown was president and general manager at the time of his death, with headquarters in Kansas City, now covers the news and eating house service on over 20,000 miles of railroad, extending from the Atlantic to the Pacific and from the Missouri River to the Gulf of Mexico, the result of his energetic business and executive ability.

Mr. Brown is survived by his widow, Mrs. Bennie B. Brown. His remains were interred at Glasgow, his old home.—"Glasgow Missourian," July 30, 1914.

#### BEN NOTTAGE.

Mr. Ben Nottage, formerly conductor on the Kansas City Southern Railway, died at Shreveport the first week in August. He was 76 years old at his death. He was born in England, came to the United States at the age of 19. His railway service began with the Union Pacific Railway in 1876, and then was elected sheriff of a county in Wyoming, serving as such four years. He then served on the Cotton Belt Railroad twenty years and came thence to the Kansas City Southern, serving ten years, after which he retired. He was a member of the Knights of Pythias since 1867, and organized a savings bank at Pine Bluff, Ark., of which he was a director at the time of his death. He is survived by his wife, whom he married fifty years ago, and five children.

#### REACHED THE TERMINAL.

On Memorial Day the various railway organizations at Pittsburg, Kans., honored their departed members by decorating the graves with flowers. The death toll has been heaviest among the locomotive engineers. The list, together with the date of death and cause, is as follows:

N. B. Lowe, died under his engine, May 4, 1898. He was pulling an officers' special over the second district, when his engine went through a bridge, which had been weakened by high waters. His fireman was also killed but the breaking of the air hose saved the balance of the train.

Thos. E. Cochran was killed when he jumped from his engine on the Neosho hill September 4th, 1901, and struck his head against a telegraph pole. He was going south with his train and when he came in sight of the Neosho yards he saw the headlight of a north bound engine, and thinking

it was on the main line and was coming towards him jumped to save himself.

James Boden left Pittsburg with the north bound local on the morning of December 4, 1910, and when he arrived at Nelson, about ten miles north of here he noticed that the water was running low, and started to back up to the Pittsburg water tank, and while coming down the grade west of the shop grounds his engine turned over and he was caught under it and his life crushed out.

Frank Bartholomew was caught in a collision near Siloam Springs and sustained injuries from which he died August 20, 1907.

The others were stricken ill and died from various complaints. They were George Stacy, died September 9, 1901. William Brown, April 22, 1903. John J. Weisinger, December 31, 1904. Z. M. Standish, November 10, 1910. W. C. Stewart April 14, 1913. Two of the deceased members were buried in Mt. Olive cemetery, while one was buried in the Catholic burial ground south of the city. The rest were taken to their former homes for interment.

## PERSONAL

### APPOINTMENTS

#### TEXARKANA & FORT SMITH RAILWAY COMPANY.

Office of Second Vice-President.

Kansas City, Mo., August 1, 1914.

Mr. J. B. Emory, Master Mechanic, having been assigned to special service, the duties of that office will be handled by Mr. S. J. McLean, with title of Acting Master Mechanic.

E. H. HOLDEN, Second Vice-President.

Sallisaw, Okla. Mr. W. C. Wood appointed station agent; vice, Mr. J. S. Newell.

Neal Springs, Ark. Mr. J. R. Mason appointed station agent; vice, Mr. W. H. Gale.

Page, Okla. Mr. G. M. McEntire appointed station agent; vice, Mr. G. R. Bixler.

Florien, La. Mr. E. P. Rodgers appointed station agent; vice, Mr. W. S. Farquhar.

Stark, La. Mr. W. B. Hopkins appointed station agent; vice, Mr. R. W. Rance.

Juanita, La. Mr. A. H. Smith appointed station agent; vice, Mr. H. J. McBeath.

Kansas City, Mo. Mr. A. J. Kreitzer appointed chief yard clerk; vice, Mr. E. T. Hemphill.

Texarkana, Tex. Mr. J. B. Emory, M. M., has been assigned to the valuation service.

Pittsburg, Kan. Mr. J. Gutteridge has been assigned to the valuation service.

Kansas City, Mo. Mr. C. L. Wallace, assistant chief engineer, has been appointed valuation engineer.

#### DeQueen, Ark.

Mr. W. D. Bennett was appointed district foreman during the absence of Mr. A. D. Williams who is visiting several places in the State of Washington.

Mr. John Richmond hostler-helper at the shops, on July 1, 1914, became the father of a baby girl.

Mr. W. C. Pritchett, the air brakeman at the shops on July 1, 1914, became the father of a baby boy.

#### De Quincy, La.

Mr. W. C. James of Kansas City is in De Quincy to take charge of the yards during the absence of Mr. Armstrong, who is under treatment for injuries received.

#### Heavener, Okla.

Fireman W. H. Laswell, who has been off duty several weeks with a broken thumb, broke the thumb a second time and went to Kansas City for treatment.

Engineer F. E. Wright has gone to Kansas to be operated upon for appendicitis.

Engineer W. F. Hutchison has returned from Kansas City, where he spent some days in the hospital.

Fireman E. E. Alix who has been firing on the Traveler has taken the job of hostler at Heavener and will move here.

Brakeman Dan Roberts fell from the side of a box car in the Mena yards and mashed and bruised several fingers on his left hand.

Mr. E. McCutcheons has been appointed traveling engineer on the northern division in place of Mr. E. A. Williams who was promoted to road foreman of engines, which place was held by Mr. J. C. Burkholder who is now doing valuation work.

Mr. Earl Hoffman is the happy father of a son. He says he needs just seven more and then he will organize a base ball team.

Fireman T. R. Oliver, Engineer F. E. Wright, Boiler Washer J. S. Austin, Machinist Helpers J. C. Colton and Claude Walker have gone to Kansas City to receive treatment at the hospital.

Car Repairer John Wright was injured here a few days ago.

#### Kansas City, Mo.

Mr. L. V. Beatty, general agent, was married July 22, 1914, at Trinity church, Lawrence, Kas., to Miss Clara Dills.

Mr. L. E. Luth, of the general freight office, on August 9th became the father of an eight and one-half pound girl, who just now is the most important member of the family.

Mr. J. L. Stulb has been appointed, effective August 1, 1914, export agent, with headquarters at 204 Cotton Exchange Building, Dallas, Tex.

Mr. J. M. Pickett, secretary to the president, has lost his little son.

Mr. N. Haag, chief draughtsman in the Engineering Department, is the father of a new girl baby.

#### Mansfield, La.

Mr. McNeely of this place has been placed in charge of Chaison Station near Port Arthur and has moved to that point with his family.

#### Mena, Ark.

Mr. Oliver Johnson has been made foreman of the railway yards at this point.

Mr. G. N. Kelley, formerly in the engineering department of the K. C. S. Ry. is now working on the physical valuation of railway property with headquarters at Spiro, Okla.

### Pittsburg, Kan.

**C. H. Buchholz**, brakeman, who was injured early in the month, has returned to work.

**Brakeman P. C. Cochran** has returned to work after having been off several days on account of an injured knee.

**N. W. Mayle**, brakeman from the B. & O. Ry., has been engaged to work in the Pittsburg yards.

**Bob Langford** has been transferred from the shops to the roundhouse to relieve Sam Frederick, who is now employed in the water service.

**Otto Kinsler**, of the K. C. S. blacksmith shop, is the happy father of a new girl, who, at present, is the most important member of the family.

**Samuel Turk**, brakeman on the K. C. S. Ry., was united in marriage with Miss Dora E. Wright, daughter of conductor E. V. Wright, June 20, 1914.

**Otto Keller** of the boiler shop is minus the little finger of one of his hands. He got it caught in a drill press which amputated it at the second joint.

**Rudy Forsythe**, who has been working in several places in the country during the past year, is now back in the boiler shop and says he will stay there.

**Will Askev**, who has been employed for the past three years in the blacksmith shop, has resigned and has gone to Kansas City to undergo an operation.

**Fireman Bob Langford**, who underwent an operation for appendicitis at Mt. Carmel hospital, is able to be out and around, but will not go back to work for a week or two.

**Art Tims**, boilermaker, was laid up for several days because his helper missed the head of a bolt he wanted to strike with a hammer and caught Tim's great toe instead.

**W. P. Kelley**, clerk in the master mechanic's office, has been granted a year's absence and, with his wife, has gone to Jerome, Arizona, for the benefit of his health.

**Frank Fitzsimmons**, brakeman was injured while jumping from a freight car which had left the track. He received several cuts and bruises but is not considered to be severely hurt.

**Harry Welch**, formerly employed as bill clerk in the freight office, died June 26, at the home of his parents. He was well liked by all who knew him and his death is much regretted.

**Earl Henney**, clerk in the Store Department office, and Miss Ethel Fleener, both of Pittsburg, Kan., were married, June 20th, in the First Christian Church by the Rev. S. I. Smith, pastor.

**Clint Burns**, formerly employed in the boiler shop, was badly injured in a motorcycle accident which resulted in his death. His death is much regretted by the older shop men who knew him well.

**L. E. Hanes**, formerly wrecking foreman, has been promoted to car inspector of new equipment, and has gone to Madison, Ia., to look after the construction of a big order for new cars being built for the K. C. S. Ry.

**Mr. Jack Lock** has been made general foreman of the car department while Joe Guttridge is at the head of the valuation department. A. E. Goodman has been advanced to Lock's place as foreman of the car yards.

**J. E. McLean**, master mechanic, has got himself a handsome new motor car, the same being subject to the inspection, comment and criticism of all the foremen and others not so fortunate in, around and about the shops.

**G. F. Tobin**, of Pittsburg; A. H. Sheppard, from the Canadian Pacific; E. C. McDonald, from the I. & G. N. of Tex.; E. T. Keller, from the C. & O. found employment in the train service during the first week in August.

**F. F. Hudson**, formerly engineer on the Kansas City Southern Ry., running out of

Pittsburg and well known, died recently at Memphis, Tenn. He was running a train on the Illinois Central Ry. approaching Memphis, when he became over heated and fell dead in the arms of his fireman.

**M. Dray**, boiler washer in the roundhouse, who with his family have been spending the past three weeks in Arkansas, camping out on one of the streams there, has returned home. He is crippled and is not able to return to work, however. He explained that while wading in the water one day a turtle hitched up to one of his toes and came near getting it off before it would let loose.

**Elwood Smith**, who was reared on a farm near Cherokee, Kan., and came to Pittsburg, Kan., in 1902, was employed in the K. C. S. roundhouse. After a few months he became engine watchman and then fireman. He was fireman three years and was then promoted as engineer in 1907. Since that time he has been running an engine and has never missed a pay day or had a wreck. Mr. Smith has resigned and has gone into the undertaking business.

### Shreveport, La.

**Mr. Marion Slater** of Tyler, Tex., who has been engaged in the K. C. S. local shops, has moved his family here.

### Neal Springs, Ark.

**William Mason** has been checked in as station agent to succeed Mr. W. H. Hale.

### South Mansfield, La.

**Mr. McCalla** has been checked in as station agent to succeed Mr. E. P. Rodgers.

### Shreveport, La.

**Mr. Louis Sagstetter** and Miss Emma Marie Babin were married July 11, 1914, at St. John's Church, Shreveport. Immediately after the ceremony Mr. and Mrs. Sagstetter left for a week's honeymoon trip to Galveston, after which they will make their home in Shreveport.

**Mr. E. Jacquet**, a machinist in the local K. C. S. shops, sustained a painful though not serious injury in his right eye through a flying piece of steel. He went at once to a specialist for treatment.

## SHOP NOTES

### PITTSBURG.

It is stated that a number of the shop boys have been in the habit of riding trains from the passenger depot to the shops in the morning. Thursday morning they tried a banana train which is always a hurry-up. When it pulled by the shops it was traveling too fast for the men to get off. One tried it and his face showed the result when he got on his feet. Another tossed his dinner bucket off and got ready to follow. The bucket turned upside down and the contents were scattered on the ground and the owner spilled himself about with them. The third one did a double acrobatic stunt and got away with it, while the two others

remained on the train until Nelson, the first station out, was reached.

How about "safety first"?

A new die base is being placed in the little hammer in the blacksmith shop in place of the old one, which has been worn so that it is untrue.

Engines Nos. 86, 92, 331, 386, 376, 469, 474, 477, 493, 497, 523, 558, 559, 560, 563, 700, 704, 707, 711, 801, 802, 803, 805, have been in the shops during July, mostly for minor repairs, and have resumed service. Coaches 155, 100, 172, baggage cars 1, 2 and 9 and chair cars 204 and 208 have been overhauled, renovated, etc., and put in service again.

Considerable improvement work is going on now along the line of the Kansas City Southern. The work of filling in two bridges between Dobson and Belt Junction has been going on for the past month and is about completed. A long passing track is being constructed at mile-post 44, between Westline and Lyle. After all of this work is completed the work gangs and trains will be moved to Asbury and two grades between Asbury and Gulton will be cut down, and the grade south of Gulton will be improved. It will require several weeks for the work.

The car department employees are having all the work they can do in every department. The painters are spreading red paint over the sides and ends of the car sheds, while on the inside they are at work painting cars. Any box car that gets into the shop for repairs and remains more than three days is given a new coat of paint and is sent out looking as fresh as a new car. The repair work and the rebuilding of cars is giving the car carpenters all they can do to keep up with the work constantly coming in. The car repairers and razor-back gangs also are busy looking after the repairs and other work that is coming to them.

#### Shops Have a Busy Month.

August was a good month for turning out work in the shops, which speaks louder than words for the management as it has gone on during the month. Seven engines will be the number turned out at the end of the month, and the number may reach eight or nine. This is considered an extra good month's work, when it is taken into consideration that each and every one of

the engines was in for general overhauling and heavy repairs. Some of them were given new fire boxes, while others were converted to oil from coal, and some from coal to oil, all of which meant a lot of work. However, the system the management of the various departments has in handling the work has had a great deal to do with it, in addition to the attention paid by the shop superintendent, who has to oversee the work as it passes through the departments from the blacksmith shop until it reaches the finishing touches in the machine shop.

## Sports and Amusements

### PITTSBURG.

The Kansas City Southern first shop baseball team has been going about the country for the past year or two with a chip on its shoulder. It's a well drilled team, which generally goes out to win and does win. In June it played at Anderson, Stilwell, Frontenac, Kansas City and Pittsburg, winning each game; in July and August they played at Amoret, Amsterdam, Mo., Stilwell, Okla., Pittsburg and Mulberry, Kan. They were generally successful except at Mulberry, where they lost one game, and at Stilwell, where they lost one game and won another. The first shop team on the whole has been so successful that it feels scrumptious enough to throw out a challenge to any of the fast teams in the country. When they play they want to cross bats with good, fast, very much alive teams.

The other departmental teams have also been active, playing with varying success.

Red necks, blistered noses and sunburned hands and arms are numerous about the shops these days. Everybody who can get away goes fishing or camping and whether fish are caught or otherwise, nearly everyone comes back well sunburned or blistered, and claims to have had a wonderful good time.

### THE RAILROAD MAIL SERVICE.

#### THEN.

Fifty years ago today the world's first railway mail car was given its official test. Two mice were responsible for the idea. Before that day the mail was distributed according to addresses at certain designated postoffices, which usually were the

distributing points of whole states. It was slow and laborious work. At one of these distributing points, Green Bay, Mich., a pair of mice made their home in a pouch that had lain in the postoffice for several days. When the pouch finally reached its destination, near the upper shores of Lake Superior, the receiving postmaster found not only the rodent homeseekers, but also a larger family of little mice. They had made beds of chewed-up letters. The postmaster reported the matter to the Chicago office and sent along the mice as an exhibit which was received by George B. Armstrong, the assistant postmaster. To prevent a repetition of such an occurrence Armstrong sought to speed up the mail service, and finally evolved the idea of having the mail distributed on the trains while in transit. The plan was ridiculed. One man declared: "The government will have to employ a regiment of men to follow the trains to pick up the letters that would be blown out of the cars."

However, the first postal car, an ordinary baggage car equipped with racks and pigeon holes, made its initial run from Chicago to Clinton, Iowa, fifty years ago today.

### NOW.

Today every nation in the civilized world is distributing a large part of its mail matter in railway mail cars. In the United States over 18,000 railway mail clerks are separating over 90 per cent of all the mail originating in this country and a large volume coming from foreign lands. They have separated in a single year nearly 23,000,000,000 pieces of mail matter, not including registered mail. They travel an aggregate distance of 500,000,000 miles every year on the 27,000 domestic transportation routes having a combined mileage of 450,000 miles. The service has been raised to the highest point of efficiency today and the present ratio of errors in distribution has been reduced to one in 10,000 pieces of mail. The clerks are expected to distribute the mail so that there will be no rehandling in the postoffices of large cities, and to separate it into packages corresponding with each mail carrier's route in the cities. In the case of the largest cities they must separate it according to sections or sub-stations. Considering the speed at which the clerks sort the mail, the swaying of the train plunging along at fifty miles an hour, and the thousands of railway connecting points, the locations of over 60,000 post-offices in the United States, and the il-

legibility of the hand written addresses, it becomes a marvel how the railway mail clerk can work without a greater proportion of errors.

### STAKES.

By the old and wobbly level  
Looking southward down the rails,  
A wrothy kike's a standing  
And I hear his awful wails.  
For the haze is in the cross-hairs  
And the field of view is blank;  
The Rodman's moving slowly  
And the Axeman's work is rank.

On the line of ballast grades  
Where the "hunky" seeks the shade,  
You can hear the Rodman grumbling,  
For the Axeman wants to trade—  
While a shout goes up like thunder,  
"You're a foot below the grade."

The sun comes out much hotter  
When the Rodman takes the axe;  
The world begins to totter,  
As the stake he bravely whacks—  
Plucky lot he knows of driving  
Or setting center tacks—  
The Axeman makes up for what  
The Rodman always lacks.

On the line of ballast grades  
Where the "hunky" seeks the shade,  
You can hear the Axeman grumbling,  
For the Rodman wants to trade—  
While a shout goes up like thunder,  
"You're a foot below the grade."

I'm sick of swinging axes  
And busting stakes as well.  
The bunyans on my hands  
Have a heroic tale to tell;  
Though I've driven fifty stakes  
On each and every mile,  
No glory have I garnered—  
Only cuss words all the while.

On the line of ballast grades  
Where the "hunky" seeks the shade,  
You can hear us all a-grumbling  
When the other wants to trade—  
While a shout goes up like thunder,  
"You're a foot below the grade."

Mr. Editor: I've driven so dern many  
stakes down here that I just had to holler.—  
M. H. W.

### SMILE.

The thing that goes the farthest towards  
making life worth while,  
That costs the least, and does the most, is  
just a pleasant smile.

The smile that bubbles from a heart that  
loves its fellow men  
Will drive away the clouds of gloom and  
coax the sun again.

It's full of worth and goodness, too, with  
manly kindness blent—  
It's worth a million dollars, and doesn't cost  
a cent. —Exchange.

"What I don't ketch on to," said Mose Willerby, "is how ye manage to make that ottermobile feller pay ye thutty dollars fer spillin' a waggin-load o' bad eggs. Ye can't spile a bad egg, kin' ye?"

"Waal, ye see," said Uncle Jabez, "it come about this way. When the smash-up come th' air got so full o' that pesky gasoline that the condition o' them theer eggs warn't hardly purr-ceptible."—Harper's.

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Fifty to seventy-five bushels of corn,  
Twenty to thirty bushels of wheat,  
Forty to eighty bushels of oats,  
Two hundred bushels of potatoes,  
Three-fourths to one and one-half bales of cotton,  
One and one-half to three tons of hay.  
Five to seven tons of alfalfa per acre.

and most of the uplands produce two-thirds of this yield.

Little River County won the first prize on cotton and the first prize of alfalfa at the World's Fair in St. Louis in 1904, and the first prize on corn at the Boys' Corn Club Exhibits, Arkansas State Fair, 1909.

An unexcelled stock country with a natural pasturage lasting more than nine months in the year and a soil capable of producing enormous quantities of forage of every kind. A country free from stock diseases, and in which alfalfa is green all the year round; green switch cane keeps stock fat all winter, and where winter soiling crops can be easily and profitably grown; where the winter climate is so mild that but little extra feeding and shelter are required. There is no section of country where hogs, cattle, sheep, horses and mules can be raised more cheaply than here. The water supply is very abundant, pure and of excellent quality, and the thousands of acres of alfalfa, grasses, forage and grain available here make dairying, hog raising and poultry very profitable.

Little River County, Ark., has within its borders the valleys of Red River, Little River and their numerous tributaries, and more than half of its area is good bottom or second bottom land. Three railways traverse the county, and no tract is more than ten miles from a railroad, and with the extension of the M. D. & G. Railway westward no tract will be more than six miles distant. Nearly every acre in this county is tillable land, and there are no rocky or hilly lands in the county.

Splendid little towns are scattered throughout the county, and there are good schools and churches in every neighborhood. Public health is good. Improvements cost less than one-third of what they do in other localities, because building material is very cheap. Our taxes are extremely low, and lands of the best quality can be had at prices ranging from \$10 to \$35 per acre, some lands cheaper.

Ashdown, the County Seat and largest town, is located near the center, has over 3,000 inhabitants, and is a pleasant place to live in. It is reached from all parts of the county by good public roads. It has three trunk lines of railway, the Kansas City Southern, the St. Louis & San Francisco, and the Memphis, Dallas & Gulf Railways, which afford splendid transportation facilities. There are in Ashdown a cotton oil mill, a stove mill, flour mill, two wholesale grocery houses, two banks, two good hardware, furniture and implement houses, a number of dry goods and grocery firms, a \$40,000 court house, a \$20,000 school building, a \$40,000 brick hotel, three fine churches and numerous other buildings. About six new dwellings and one or two brick business buildings are erected each month, indicating a steady growth.

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